OLD-TIME FAIRHAVEN

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OLD-TIME FAIRHAVEN

Mass.

Erstwhile Eastern New Bedford

Volume 1

By

CHARLES A. HARRIS

With Illustrations

Reynolds Printing
New Bedford, Massachusetts
1947

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By

CHARLES A. HARRIS

1132084

To the memory of my mother

ADELINE S. (DOWNS) HARRIS

Preface

For a decade, articles on "Old Fairhaven," the basis of this book, have appeared in "The Fairhaven Star." Research has brought to light considerable information pertaining to the days of our ancestors. Hence, it seems to the writer of this compilation, that this material, with additions, should be preserved in a handy volume for ready reference. With this in mind, we humbly submit this book, entitled "OLD-TIME FAIRHAVEN," keeping before us the conviction that this work should, at no distant day, be enlarged, and that a companion volume on "Modern Fairhaven," perhaps beginning with the year 1900, or thereabouts, should be forthcoming.

We regret that we have been forced to omit much material that seems of equal value to that presented, especially the biographies of our esteemed citizens. This omission has been necessary since it would require several books of this size to include all the essential, accumulated subject matter at our disposal.

We hereby express our indebtedness to the publishers of "The Fairhaven Star" and to "The Standard-Times" for permission to use material from their respective publications.

We are indebted, also, to the "Review & Herald Publishing Association" for permission to use extracts from the "Autobiography of Elder Joseph Bates," and to Elbert Hubbard II, and his associates, for permission to use the "Life of Henry H. Rogers," written by Elbert Hubbard.

We wish, also, to acknowledge the valuable assistance of Mr. Bartholomew G. Akin who has furnished much material used in these pages.

Negatives, photographs and cuts were loaned for the illustrated pages of "A Brief History of the Town of Fairhaven," published in 1903, the committee of the Old Home Week Association expressing, in the preface of that book, their obligations to C. D. Waldron, Edward G. Spooner, Herbert D. Burke, Helen B. Copeland, Joseph G. Tirrell and Henry W. Taber for those loans. That was forty-four years ago.

In so far as we have been able to contact the representatives of these persons, we have, likewise, met with the same courteous permission to make use of these cuts incorporated within "OLD-TIME FAIRHAVEN."

C. A. H.

Fairhaven, October 1947.

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CHAPTER I

Fairhaven

A Rapid Survey. — Fairhaven, lying on the eastern bank of the Acushnet river, with a population exceeding 12,000, sixty miles from our State Capital, is a place well worth visiting. The town has an excellent public school system; an attractive library; sewerage and water systems; good roads; churches to suit the fancies of all; excellent vantage points for viewing the river and Buzzards Bay, with the Elizabeth Islands in the distance; a weekly newspaper; a beautiful town building; an efficient fire department with a modern fire alarm system; a new post office building with free delivery of mail; two bridges connecting the town with the mile-distant city of New Bedford which lies on the western bank of the river; frequent bus service to that city and beyond; taxicab companies; parks for rest and recreation; a Boys' Club; a Girls' Club; a Business Men's Association; a town Improvement Association; The Colonial Club, a veritable historical society; a National Bank; a Savings Bank; lodges, and a fully equipped police department.

This condition has not always existed. Let us go back a bit. The Mayflower came sailing into Plymouth harbor, having on board, among others, Francis Cooke and son John, the former having signed that notable compact while the ship was anchored off the town at the tip of Cape Cod.

Thirty-two years after the Mayflower landed, the Indian Chief Massasoit, and his son Wamsutta deeded to William Bradford and others, a large tract of land which included the present town of Fairhaven. John Cooke was one of the original grantees of this territory, the entire area of which was called Dartmouth. Son John took up his residence in Fairhaven about 1660, Oxford Village being the exact spot for the location which is the oldest part of the town excepting perhaps Sconticut Neck. He served as a deputy and a selectman and held many offices in his new homeland. He was a Baptist minister who, in October, a half century after the landing on Plymouth Rock, was fined ten shillings for allegedly breaking the Sabbath, said breach being travelling upon his circuit as a devout preacher.

This tract the Indians sold to the palefaces for a "mess of pottage," at least there was one iron pot in the transaction. The

barter bargain for this extensive tract which comprised the present town of Dartmouth, the city of New Bedford, the town of Westport, the town of Fairhaven and the town of Acushnet, consisted of a few yards of cloth, several mooseskins, axes, hoes, kettles and blankets; breeches to the number of fifteen pair, a coat, ten pounds of wampum, eight pair socks and as many pair of shoes, together with a gallon or two of firewater.

This large area, deeded to the white men, was incorporated in 1664 under the name of Dartmouth which included Westport, New Bedford, Fairhaven and Acushnet. In 1787 New Bedford, including Fairhaven and Acushnet, was set off from Dartmouth. In 1812 Fairhaven, including Acushnet, separated from New Bedford, and was incorporated on February 22d of that year. In 1860 Acushnet was set off from Fairhaven as a separate township.

Sconticut, the Indian word for Fair Haven, later spelled Fairhaven, was the summer camping ground for that branch of the Wampanoag tribe. Because of the sparsely settled territory, instead of compact communities, this section was especially open to attacks by the Indians. This mode of living necessitated the erection of block houses or garrisons in case of Indian unrest, where the settlers might gather for united protection or resistance.

This part of the country was populated with Indians long before the white men came to these shores. In summer, the Red Men made regular excursions to Sconticut in search of shell-fish, and then returned to the ponds in the vicinity of Middleborough to take up their winter quarters. The last full-blooded native Indian, Martha Simons, who lived upon the Indian reservation near the end of Sconticut Neck, departed for the happy hunting grounds about ninety years ago.

During King Philip's War, Dartmouth was laid waste, and many whites perished. Most of the hostile Indians were exterminated. Local histories relate of the clashes with the English during the periods of the American Revolution and the War of 1812.

During the early days of Fairhaven and vicinity, farming was the principal occupation. Whale fishery can be listed as the vocation of the early inhabitants, for the acquisition of oil, of food, and later for the value of whalebone. This vicinity sought the whale before the time of the American Revolution, the latter incident putting a temporary quietus on the whaling industry, continuing throughout the period of the war of 1812. With the pursuit of the whale, first on a small scale, shipbuilding became the important industry, beginning at Acushnet about 1780. Oxford Village, a part of Fair-

haven, was the site of the early shipyards and remained so until about 1800 when Fairhaven Village became the shipbuilding center.

Individuals and partnerships in this business were Abner Pease, Joshua Delano, Jethro Delano, Elias Terry, Reuben Fish, Fish & Delano, Fish & Huttlestone, Delano & Company and William G. Blackler. This takes us to about 1867 when manufacturing was well under way. Hundreds of vessels were launched from the Oxford and Fairhaven yards. As a concomitant to shipbuilding, whaling must be counted, and both Fairhaven and New Bedford were heavily engaged in hunting the monsters of the deep. The peak of the local whaling industry was attained in 1854-55 when a half hundred vessels were sailing from this port.

Prosperity, brought about by successful whaling voyages, made a busy community. Let us mention, for example, two successful voyages. The Niagara, of Fairhaven, after being out twelve months, arrived with 3,200 barrels of whale oil and 50,000 pounds of bone. A few years later, that is in May, 1856, the ship E. L. B. Jenney, of Fairhaven, arrived in port from a whaling voyage of fifty-six months, with 2,500 barrels of sperm oil worth $141,000.

The events of 1857, the date of one of our periodic panics, ruined financially hundreds and thousands of individuals throughout the Country, not sparing some of our own citizens. The banks closed, specie payment was suspended, insolvent notices were numerous, failures ensued, panic reigned, and the general outlook was gloomy. After the outbreak of the Civil War, all coins seemed to disappear from circulation. This lack of subsidiary coins led to the issuance of tickets, due bills, and obligations issued by merchants, stores and corporations throughout the nation. By authority of Congress, postage stamps were used for change. These stuck together, and proved most inconvenient. Then came postal currency followed by fractional paper currency called "shinplasters," in five, ten, twenty-five and fifty-cent denominations. Fairhaven used this makeshift in order to facilitate trade. Before us lie two pieces of scrip in five-cent and fifty-cent denominations respectively, issued by the "Fairhaven Union Store." They are each two inches by four and a quarter. On the left end, reading from bottom to top, we see, "No. 71 Main Street." At the top, "Receivable at the Fairhaven Bank in sums of one dollar." At the bottom we read, "Redeemed at Store in Goods or in sums of One Dollar." In the central or main part, we see, "Cashier Fairhaven Bank pay to Bearer Five Cents." This was all under the date of

January 12, 1863. The fifty-cent denomination was dated November 25, 1862.

Noah Stoddard, in the '50's was manager of the Fairhaven Union Grocery Store, later conducted by Herbert Damon and subsequently was purchased by Eldredge Bros., who conducted business there until they removed to Phoenix Block, which was in 1883. About 1856 Henry H. Rogers was clerk in the Fairhaven Union Store which, by the way, was located under Fountain Hall. From this store to the delivery wagon, Mr. Rogers, who became a multi-millionaire, carried many a bag of grain on his shoulder. At this time, Rowland Rogers, father of Henry, was the manager, it is said.

Order of Events. — These are approximately the order of events from the early days. The bridgeless, ferryless Acushnet river, flowing between the western and eastern banks of New Bedford, presented problems of transit. One could, to be sure, row or sail, according to his preference, from one side to the other. Then the construction of the bridge which took place when both sides of the river were still New Bedford, permitted us to cross on foot or in a vehicle. Ten years after the bridge was open to traffic, the town of Fairhaven was incorporated. Twenty years later a public ferry company was formed. Then came the era of private hacks, and carriages which were obtainable for a consideration in order to go from one municipality to the other. This private means of transportation gave way to a public conveyance — the omnibus line which served us for a score of years coming into service twenty years after the ferryboat began operation. After the lapse of another twenty years the omnibus was pushed aside by the advent of the street cars drawn by horses and travelling on rails. These in time, in another twenty years, were outmoded by cars that were operated by electricity, and finally we went back to the OMNIBUS, although the word was butchered from a trisyllabic noun to a monosyllable — "BUS." In the midst of all these changes the velocipede and the bicycle (high and low) had their day.

Yes, horse-cars and electric cars have vanished from the streets of Fairhaven. The ferryboat is a thing of the past. Even the omnibus with a driver of horses has deserted us, or rather has been transformed into a 'BUS with an operator who SITS while he works. Compare him with the horse-car driver who held the reins, guided the horses, shifted his steeds from one end of the car to the other at the termini of the routes, made change for passengers, saw to it that all passengers paid their fares, worked longer hours, and, last but

not least, STOOD, facing the rainy, snowy, blowy, frigid weather, without any vestibule, without any heat. This is the driver whom we saw wrapped in the skin of a polar bear, wearing mittens that looked like boxing gloves, earlaps above and arctics below. Now we can readily understand why it is that the 'BUS operator of today whistles at his work, and merrily chats with his passengers. May his luck continue. After the 'BUS, what?

Bridges and Transit. — The legislature authorized the construction of a bridge across the Acushnet river, connecting New Bedford and Fairhaven, in the year 1796. It was opened to traffic in 1802, and, excepting interruptions, due to storms and necessary repairs, has continued to the present time, the old structure, however, being replaced by a new one completed in 1902, just a century after the completion of the first span.

This bridge was a toll bridge and remained such for nearly three quarters of a century. In the course of that time, the bridge was partially swept away thrice, namely in 1807, again in 1815 and thirdly in 1869. After final repairs, it became a free bridge in 1870.

In March, 1832, Luther Wilson operated the "New Bedford and Fairhaven Hourly Carriage." A regular hack stand was advertised in New Bedford, under the date of June 19, 1838, with service from 7 A. M. to 9 P. M. In 1844 an advertisement headed "Fairhaven Carriage Notice" read that conveyance could be had from the town of New Bedford to Fairhaven (New Bedford became a city in 1847).

In 1848 R. A. Dunham advertised "Fairhaven Accommodation Carriage to New Bedford." Public transportation by omnibus was advertised by R. A. Dunham & Co. on November, 8, 1852, and this means of transportation continued across the bridge until the advent of the horse cars in 1872. Mr. George D. Cowen, tells the following: "We were very accommodating to the patrons. I remember once as I was going down Main street on my way to New Bedford, one of my patrons asked me to hold up and wait until she took her pies out of the oven."

In January, 1889, it was announced that a petition to the legislature was to be circulated asking for a charter to build a bridge from the foot of Coggeshall street, New Bedford, to Oxford Village, near the town farm, west of North Main street. On Monday, September 22, 1890, the Coggeshall street bridge was open to travel, although it was not wholly completed.

Ferryboats. — Communication between the city of New Bedford and the town of Fairhaven, separated by the mile-wide river, was at first by means of row and sail boats which have never been outmoded. In 1832, fifteen years before New Bedford became a city, a ferryboat company was incorporated. On Monday, May 6, 1833, the sloop boat "Helen" began running as a regular ferryboat between Fairhaven and New Bedford every morning at sunrise and continuing to run throughout the day until sundown. Fare, six and a quarter cents.

The first steam ferryboat between these two places was the "Acushnet," which was launched on May 24, 1833, from the shipyard of Fish & Delano, in Fairhaven. The next ferryboat was the "Fairhaven" which began her trips on June 23, 1836, leaving Fairhaven at 4:30 A. M. The Fairhaven starting point was at the wharf at the foot of Center street until the ferry was in possession of the Railroad Company, which began operation in 1854, when the ferry was transferred to the railroad pier. The ferry was discontinued in 1873, soon after the introduction into this community of the horse cars, but was restored in February, 1896, being replaced in February 1921, by the "Winifred," that made her last trip on March 30, 1929.

Fairhaven's Log Cabin. — Fairhaven had a genuine log cabin. Its construction came about in this way. In the political campaign of 1840, the Whigs selected as their candidate William Henry Harrison with John Tyler as his running mate. The slogan was "Tippecanoe and Tyler, too." The Democrats charged that Harrison longed for nothing but a log cabin and a jug of hard cider, whereupon the Whigs adopted the log cabin as their campaign symbol.

The Whigs engaged Roland Fish to erect the Log Cabin at the head of Union street near the intersection of Laurel street. The Cabin was built of round logs, notched at the ends, so that they would fit closely together. All through the campaign this cabin served as the general headquarters.

The dedication of the Fairhaven Log Cabin took place at the scheduled time, the 8th of June, and added to the already exhibited wave of patriotic enthusiasm that had taken possession of the entire land. The weather indications, although inauspicious, did not deter more than 1,500 persons, including several from the town on the west bank of the Acushnet which then had a population of 12,000, from joining in the ceremony.

The Whigs from New Bedford, in a procession with four abreast, passed through the principal streets of their town, with banners

"Tip & Ty," and scores of others. They then crossed the bridge to Fairhaven. A more numerous, impressive and dignified procession was never before witnessed in the town. Upon arrival on this side of the river, they were met by a procession of Whigs of Fairhaven and also from the Head-of-the-River (Acushnet territory being Fairhaven). These local marchers escorted the visitors to the Log Cabin. In the procession was an immense wagon drawn by four magnificent horses, decorated with evergreen and surmounted by a flag upon which was inscribed "The Acushnet Delegation."

The Fairhaven Log Cabin was 60 by 30 feet, and the interior was in perfect accord with the exterior, from which floated banners and emblems for the occasion. Because of the large concourse of people, it was necessary to conduct the services of dedication in the open air. A huge bench was placed in front for the accommodation of the speakers. Levi Jenney, who was born in 1778 and died in 1849, presided as president of the Fairhaven Whig Association.

Great credit was due the Whigs of Fairhaven, who extended to all out-of-towners the greatest hospitality. Many came from Taunton. All agreed that the occasion was a festival long to be remembered. The spectators cheered, and the ladies waved their handkerchiefs, as the procession passed, homeward bound. The Log Cabin was open for the reception of ladies who wished to visit it, during the week, at or after 3 o'clock in the afternoon of each day, beginning June 15, 1840.

Mr. Ebenezer Akin, Jr., of Fairhaven, born in 1817, cast his first vote in the Log Cabin and Hard Cider Campaign.

Riverside Cemetery. — Riverside Cemetery was consecrated on Sunday, July 7, 1850, at 5:30 P. M., with appropriate exercises. This tract had been purchased by Warren Delano, in 1849, and presented to the town. An estimated number of 1,500 persons assembled for the program, held at the east portion of the grounds, overlooking the river. The tract consisted of about 14 acres. In August, 1889, the Delanos purchased five acres of adjoining property for an enlargement of the cemetery, which was again enlarged on the north in 1905. Additional enlargements have been made since that date. The Delano tomb, in the extreme western section of the cemetery, was erected in 1859. The original tract with later acquisitions present an unusually attractive spot which the citizens appreciate. Here a soldiers' monument was erected in 1867.

The Fairhaven Branch Railroad. — In October, 1852, the survey by which the first Fairhaven steam railroad was located, was

commenced. On the morning of Thursday, April 20, 1854, the cars ran through from Fairhaven to Mattapoisett, five miles distant, for the first time. The great event was celebrated by a ball at Mattapoisett. The last rail was laid, and the track completed on August 14, 1854. This branch extending from Fairhaven to Tremont, a distance of about fifteen miles, connecting with the Boston train at that point, had a life of passenger service of about three quarters of a century. It now exists for freight only.

Tramps — Lockup — Street Lighting. — The time arrived when the little town became lawless, too lawless for the comfort of the officials, so it was deemed necessary to consider means for the incarceration of such characters. Whereupon the authorities, in March, 1857, began to stir up sentiment that resulted in establishing a lockup for the safekeeping of violators of the law. In the following year a wave of incendiarism swept through the town, so that in October of that year a night watch was established. Temporary quarters were secured in one of the church buildings.

This condition resulted in a vote of the town, in April, 1859, to establish a watch-house on Washington street, and it was completed in August of that year. In this building, still standing, hundreds, probably thousands, of tramps have passed the night. In the year 1884-1885 tramps to the number of 416 were lodged at this station house. So many infested the town, more than sixty-five years ago, that at the March town meeting, in 1877, it was voted that work, under the direction of the keeper of the lockup, be required of all tramps who made application for lodging.

On Spring street, near the corner of Main, before the era of stone-crushers, a stone breaking yard was located. Here, before breakfast, the tramp was required to crack a stipulated quantity of stone to be used upon the roads.

For nearly half a century after the incorporation of the town of Fairhaven, the streets lacked illumination except in cases where the householders placed, in front of their residences, some sort of lantern to aid the travellers in their peregrinations.

Soon after the watchmen began duty, in 1858, the lighting of the streets was a common topic of conversation, as the watchmen had experienced difficulty in navigating the thoroughfares of the town, they as well as the marauders, stumbling about in the darkness. This agitation resulted in an article in the warrant which read: "To see if the town will erect in the village of Fairhaven and on Main street, to the street running east and west past the dwelling house of Bar-

tholomew Taber, forty lamps." The committee appointed, contracted for fifty lamp posts. This number was augmented from time to time, giving to Fairhaven an increasing number of small, kerosene-burning lamps, at the various corners. Old photographs show the old, iron lamp posts.

Mr. George E. Reeves, who held the cane presented to the oldest Fairhaven resident, died on Monday, January 6, 1947, in his 97th year. It was he who cleaned the chimneys, trimmed the wicks, and lighted the lamps within our remembrance. We also remember his father, Mr. George Reeves, working for the town in the same capacity. During a short interval between the employment of the Reeves, a Mr. Gifford kept the oil lamps burning.

Atlas Tack Corporation. — Fairhaven has had brass foundries, candle works, cigar manufactories, coffin makers, a comb manufactory, cooper shops, a cotton mill, coal yards, iron foundries, furniture repair shops, granular fuel mill, hatting business, tidemills, windmills, paper collar manufactory, New England Embroidery Co., tinshops, rope walks, salt works, shoe factory, livery stables, glass factory, sperm factory, etc.

One business concern stands out pre-eminently. In the year 1864 the American Nail Machine Co., of Boston, purchased the Rodman property — the old spermacetti candle works with its stone wharf, now the headquarters of Peirce & Kilburn's boatyard. This company bought in the same year seven parcels of land situated in the southwest part of the town. In 1874, the directors of the American Tack Company which name, by the way, was later legally assumed, voted a dividend of ten per cent from earnings of 1873. In 1900 the management announced that the working day thereafter would be eight hours instead of ten.

This concern, the backbone of Fairhaven industry, has had a creditable record, becoming with additions, within our memory, the Atlas Tack Corporation, without which Fairhaven's welfare would be enigmatical.

Horse Cars. — The horse railroad, as it was first called, between Fairhaven and New Bedford, was instituted in the year 1872. There were one-horse, two-horse, and three-horse cars, the last being drawn by two horses on a level but with an additional horse, called the hill-horse, when going up hill. On Monday, July 15th of that year, the one-horse cars, seating fifteen or twenty passengers, arrived. On these there were no conductors except during rush hours. These new, one-

horse cars were at first drawn by two horses until the axles were worn smooth. Notices in the cars read:

"Passengers will please put their fares into the box, as the driver is not allowed, under any circumstance, either to receive or deposit it. Change to the amount of $2.00 will be furnished by the driver, who will return the full amount, thus enabling the passenger to place his fare in the box. No person allowed to ride free. Passengers will put their fares into the box on entering the car."

Yes, the conductorless horse-cars appeared with the cash-box at either end of the car, and in winter the floors were strewn with straw under which we thrust our feet to protect them from the biting cold. It was a long time before cars were heated, and vestibules installed. On August 14th the tracks were laid to the Fairhaven draw, and on the 28th the work commenced on the Fairhaven side of the river. On Monday, September 30th, the street cars between the two places made hourly trips. The rides on that day were free, and the cars were well patronized. Later the trips were half-hourly.

It was handy to have a blacksmith shop on the line of the cars. On the southeast corner of Main and Bridge streets, Fairhaven, stood the shop of Roland Smith. Should a horseshoe become loose, the animal would be detached, and led into the farrier's place of business. Meanwhile the passengers would patiently wait until the horse was shod before continuing their prepaid trip.

One wag wrote: "The quiet of this 'ancient' town was disturbed yesterday (September 30, 1872) by the arrival of the first car on the horse railroad. You should have been there to witness the excitement it awakened. All day long the corners were filled with expectant children and some of the old fogies who crowded to get free rides to the busy and modern city of New Bedford."

The Telephone. — Early in 1880, there was a rumor, later verified, that Fall River and New Bedford were to be connected by telephone, including Fairhaven. After the wires had been strung to the Fairhaven end of the bridge, it was the intention to run the wires over the roofs of the houses, but opposition to that procedure manifested itself. Gradually telephones were installed, first at the American Tack Co.'s office, the houses of Dr. George Atwood and Cyrus D. Hunt, etc. It was a new experience to have a lady play and sing at Dr. Atwood's, being joined in the song by several ladies in Mr. Hunt's parlor. It was a story worth telling about in those days to learn that Levi M. Snow, our druggist, gave an order to a business house in Providence direct.

Electric Lighting. — Another event of importance took place in 1889. Poles began to be erected and wires to be put up for the electric lighting service. The Star building, which then stood north of the Masonic building, had been wired, and on a dark and dismal afternoon, on the 2nd of December, at 3:30 o'clock, with the wiring completed, the switches for both the interior and the exterior lights were snapped on. The little building, still standing at the northwest corner of Main and Ferry streets, next door to the present Star office, became the center of attraction. Visitors came from far and near that evening, and the office was filled to capacity. Orders for electric lighting began to pour in, and it was evident that electric lighting was the illumination of the future in the little town of Fairhaven.

Electric Cars. — The electric cars were destined to come, but strenuous opposition was bound to delay them. The streets of New Bedford, a mile away, first tolerated their existence. By October, 1890, the electric cars had forced the horse-drawn vehicles off the rails. The opponents of the electric cars, in Fairhaven, claimed, in May, 1892, that horses would be frightened on the bridge, and many accidents would result.

The street railway company endeavored to please the public and to fill their coffers simultaneously, for on January 13, 1893, the company cleared the snow from the Mill Pond in an effort to attract the people of New Bedford to the Fairhaven skating arena. Holmes' lunch cart was on the ice doing a rushing business in the sale of "hot dogs" and coffee.

In November, 1893, the electric cars ran across the bridge as far as the east end of Fish Island, beginning on Thanksgiving Day. The Fairhaven cars were towed, and the passengers were transferred. In November of that year the cars were towed from Pope's Island instead of Fish Island as formerly. Thus the monster crept surreptitiously toward our shores. A little later the Road Commission expressed themselves as opposed to transferring. Grievances poured in from all quarters. Even in the '90's people were shouting vociferously for speed.

Then came the news that the electric road would be extended over the bridge as far as the town line as soon as the weather permitted. The pestilence was approaching! Then more howling. It seemed that the New Bedford draw was good for six tons whereas the electric cars weighed seven tons. In consequence, citizens forbade their families to ride, so great was the jeopardy. A local clergy-

man sided with the alarmists and asserted in February, 1894, that he had seen overhead trolley wires snap, and falling on the track, make the rails alive and dangerous to the lives of anyone stepping upon them.

On Saturday, March 10th, a vote was passed at the town meeting instructing the selectmen NOT to permit the electric cars to run in the streets of the town. The railway managers, however, extended the electric service to the west line of the town, on the bridge. The sentiment, in April, 1894, seemed to be as expressed in The Star, "Just imagine the streets of Fairhaven lined with trolley poles and wires, particularly when there is no necessity for it."

In 1894, heaters were installed in the electric cars. In May, 1895, the Fairhaven Town meeting authorized the selectmen and advisory committee to contract for electric cars to run into and in the town. On the morning of Monday, May 27th, 1895, the work of erecting poles in Fairhaven for the electric cars was begun.

The "Spray". — Let us conclude this hastily written paper with a subject about which much is known, not only locally but in various parts of the habitable globe, namely, the "Spray."

The annals of Fairhaven, especially Oxford, would be incomplete without the mention of the rebuilding of the "Spray," the 40-foot sloop that sailed from Fairhaven more than two score years ago and became world-renowned. In this staunch craft Captain Joshua Slocum set sail, making his famous three-year trip.

Every resident of Fairhaven should be conversant with Captain Slocum's book, portraying his journey around the world and his safe return, mooring at the end of the sojourn in foreign parts, in the exact spot of his departure, three years previously.

The foregoing isn't, by any means, all that Fairhaven has experienced. Nearly a hundred years ago, while Acushnet was yet a part of Fairhaven Town, the communities appeared to be in style.

Bloomerism. — Fairhaven did not escape the influence of the hoop-skirt period. It even encouraged the use of this combination of circles by preparing, on Spring street, the strips of whale bone used in their manufacture. The ladies when attired in their expanded dresses, it was said, were unable, in some instances, to attend church, due to their inability to pass between the posts at the entrance. Then, too, these large skirts, hooped with whalebone, caused frequent collisions.

The truth is, Fairhaven hasn't missed anything since its existence. It was in 1850, or thereabouts, that Mrs. Amelia Bloomer, an American, advocated a change in feminine attire, and this town took her advice. Let us very briefly record the first appearance of this style, emanating from the brain of Mrs. Bloomer, in a few localities, and see whether Fairhaven fell in line, wearing a crimson tunic with white flowing pettiloons and a Bloomer hat, an offshoot of the pantalette period. We quote the Standard.

"Bloomerism in New Bedford. We understand that one lady in this city has come out in the Turkish costume and that others are preparing to follow suit. More anon — that is to say — when we learn it." May 23, 1851.

"Bloomerism. We learn that a lady appeared yesterday, on Purchase street, dressed in a new costume a la Turc. The dress is now worn by a number of ladies within doors, who as yet have not the courage to adopt it in public." June 8, 1851.

"In New York on Monday, June 9, 1851, says the Tribune, a young lady appeared in Canal street, in the new costume, a short skirt reaching a little below the knee, and wide Turkish trowsers of plaid silk. She attracted so much attention that she was forced to take refuge in a store until the crowd subsided."

"Progress in Bloomerism. Tuesday afternoon, June 10, 1851, says the Boston Bee, Washington street was alive with Bloomerdom. In going from State to Boylston st., we met over a dozen. One was dressed in a magnificent brocade silk, with trowsers of the same."

"More Bloomerism. A correspondent states that two young ladies have recently appeared in the full Bloomer or American costume, in Fairhaven, and one in North Fairhaven," July 12, 1851.

"More Bloomers. About a half dozen of our New Bedford Bloomers took a walk in a body over to Fairhaven last evening (Wednesday, July 16, 1851) mayhaps to astonish the natives of that locality. We have not heard whether they succeeded, but have no doubt that they themselves enjoyed the exhibition."

"New Bedford Bloomers. We learn that the Misses who went over to Fairhaven from New Bedford on Wednesday evening last, had a very pleasant time. They were treated with perfect courtesy though they did astonish the natives some, ladies in the American costume being still rarities in Fairhaven. The six fair pedestrians are all connected with one clothing house in New Bedford."

Fairhaven early put into practice the sane words of Alexander Pope: "Be not the first by whom the new are tried, Nor yet the last to lay the old aside."

Under the date of December 29, 1851, it is recorded that Mrs. Bloomer said:—"Never since we were a child have we been so comfortably dressed; and never for a moment — notwithstanding the furor we have raised — have we regretted our emancipation from long petticoats, or felt a desire to return to their bondage."

"Mrs. Bloomer, at the recent Woman's Temperance Convention, at Rochester, N. Y., appeared in the costume which bears her own name. Her dress and trowsers were of 'silver grey' silk, the prevailing color, relieved by a lighter figure; she wore a short turban. In the street, she wears a white beaver hat in 'flat' style, and her appearance is very unique." April 28, 1852.

Let us conclude this topic of feminine attire by quoting from the Standard of Wednesday, June 24, 1857 as follows: "Whalebone, too, is to be done away with, the New York 'Evening Post' hopes, by some other means of expanding ladies' skirts and parasols. We don't tremble in the least as to any such result. What fashion calls for will be had at any price; and whalebone is so much more elastic, light and safe than any metal that fashion will always call for it in some shape. It may, and probably will, decline somewhat in price, as the fair sex 'take reefs,' in their huge balloon-like lower apparel, but that it can be materially set aside or totally done away with, is as unlikely as that style and display will cease to reign in the wealthy nations of the world."

Hoops had their advantage. "HOOPS SAVED HER. As the steamer 'Commonwealth' came alongside the wharf at New London, on Friday night, March 27, 1857, on the passage from Norwich to New York, a lady walked overboard, and would have been drowned but for the hoops in her dress, which rendered the same somewhat balloonish, and withal answered the purpose of a more complicated life-preserver." Thousands of hoop-skirts worn at this period were made at Sing Sing prison.

"The Hoop Mania. — The popularity of hoop skirts appears to be on the increase. Messrs Douglas & Sherwood, leading manufacturers in New York, announce that their sales in the month of August amount to 20,000 more than during the same month last year. Now that the period of thunder showers has passed, the demand for steel hoops has taken a new start." (September 4, 1857.)

Indian Lands, Acquired and Transferred. — Having made a brief summary of the story of Fairhaven, let us now deal with subjects, in a chronological order, beginning with the days of the aborigines.

The Wampanoags, with Massasoit as their Chief, densely populated the old Dartmouth territory before the sale of the land to the white men was consummated. The tract of land called Dartmouth, originally about thirteen miles square, including the present town of that name, together was approximately the present areas of Westport, New Bedford, Fairhaven and Acushnet, was purchased from the Indian Chief, Massasoit, and his son, Wamsutta, in the year 1652. This tract was then owned by 36 persons, there being 34 shares, four persons owning one-half share each. Among those, each owning a whole share, were Francis and John Cooke, father and son, who arrived in the Mayflower in 1620. Francis Cooke signed the compact as the Mayflower lay at anchor in Provincetown harbor. John, his son, a Baptist minister, on account of religious differences, removed to Dartmouth.

John Cooke selected as his portion the section now known as Oxford. In 1634, at the age of 29, he married Sarah Warren. They lived at Plymouth until 1659, and settled at Oxford in 1660. They had five daughters: Mercy who married Stephen West after whom West Island was named; Esther who married Thomas Taber; Sarah who married Arthur Hathaway; Elizabeth who married Daniel Wilcox, and Mary who married Philip Taber.

Massasoit died in 1661. Less than thirty-five miles from Fairhaven, in the town of Halifax, on the shores of the Monponsett ponds, stands a boulder with a bronze tablet bearing the following inscription: "Near this spot Wamsutta was taken prisoner by Maj. Josias Winslow, an incident said to have precipitated King Philip's War," which began in 1675.

Few of the original thirty-six purchasers of Dartmouth settled here, the land passing into the hands of others, many of whom were Quakers. By 1694 Dartmouth was owned by fifty-six individuals. The land was surveyed and divided, eight hundred acres being allotted to each proprietor. This was known as the "Eight Hundred Acre Division."

Some time after the territory which became Fairhaven, was acquired from the Indians, it was owned by a few individuals, namely Henry Sampson, Thomas Taber and Elnathan Pope. This total area, extending from that plot later denominated "Oxford" on the

north to that section of the town called the Fort on the south, and from the harbor on the west to Adams and Summer streets and Farm Field lane on the east, was eventually sold, so that the present number of lots are in the possession of many persons.

Elnathan Pope made two notable sales, one to Noah Allen, of twenty acres; the other to Joseph Rotch of eighty-six and a half acres, a total of one hundred six and a half acres.

Henry Sampson, "Old Comer," was one of the original proprietors and once owned all the land south of the present location of the Fairhaven Branch Railroad, extending south to the salt water and easterly from the Acushnet to Crooked Creek at the Cove.

In 1700, William Wood purchased of Philip Taber, son of Thomas Taber and son-in-law of John Cooke, a tract of land extending from Bread and Cheese road to a boundary just north of Washington street, and extending from Adams street to the Acushnet river. He lived in the house built by Thomas Taber soon after the close of the Indian War, the ruins showing the position of the wide fireplace which was fed by logs drawn by horses that passed through one doorway, halting in front of the capacious fireplace long enough to have the log rolled aside, then making their exit from the doorway on the opposite side. This house was unquestionably the first house at the Point. The acreage of William Wood extended to the northern line of a twenty-acre plot, the nucleus of Fairhaven Village.

On October 20, 1760, Elnathan Pope, another large landholder, sold to Noah Allen twenty acres (estimated) extending from the line later taken by the railroad to a line about midway between Spring and Washington streets, and from a line about midway between William and Main streets to the Acushnet river. The deed, in part, reads: "In consideration of ye full and just sum of three hundred and thirty-three pounds, six shillings, and eight pence; on ye easterly side of Accuishnut (Acushnet) river and in ye westerly part of my homestead farm, together with a strip of land thirty feet wide for a way; together with all my right, title and interest in ye island commonly called and known by ye name of Crow Island." At the southwest corner of the purchase try kettles were located.

This twenty-acre lot, the nucleus of Fairhaven Village, carved out of the tract once belonging to Elnathan Pope, was set aside in 1790. This demanded ways for traffic, and Water, Middle, and Center street from Middle to Main, Union from Main to Water, Washington from Main to the river, Main street from Washington to the south end of the purchase, were laid out.

On December 12, 1760, William Wood sold to Elnathan Eldredge a tract of land at the Point, afterwards called Oxford, west of the east line of Cherry street and south of North street. The deed states, in part: "In consideration of ninety-three pounds, six shillings and eight pence; on ye easterly side of Cushnet river (and is ye northwesterly part of my homestead farm) six acres (estimated), always excepting and reserving to myself, my heirs and assigns forever that part of ye same where ye try house and oil shed now stand at the southeast corner." This tract comprised thirty building lots west of Cherry street, including one for the Common, south side of Oxford street, next to the river.

Under the firm name of Elnathan Eldredge & Company, a store of West India goods, groceries, etc., with merchandise appertaining thereto, was conducted at the foot of Oxford street for a period of fifteen years beginning with 1765. At the foot of this street, the Point wharf was built in 1768, during the period of Elnathan Eldredge & Company's existence.

In 1765, Elnathan Pope sold to Joseph Rotch eighty-six and one-half acres of land lying east of Fairhaven Village, that is to say, between the twenty-acre lot purchased by Noah Allen on the west, Summer street on the east, Herring river or Spring street on the north and the site of the old Burying Ground or the later railroad route on the south.

For this area of eighty-six and a half acres (estimated) Joseph Rotch paid to Elnathan Pope, according to the recorded deed, nine hundred and twenty-two pounds, thirteen shillings and four pence. The deed was dated May 30, 1765, "in ye fifth year of ye reign of George the Third, King of Great Britain," and continued: "Exclusive of ways through the same, and is part of my homestead farm, always excepting ye driftway that goes through the same from my home to Caleb Churche's, and ye open way that goes from ye driftway to ye Town lot; also a driftway from where ye old warehouse formerly stood to one of ye ways in ye Town lot."

This eighty-six-acre purchase was undoubtedly made for the purpose of speculation, and was held by Joseph Rotch and his son William from the time of purchase until about 1830, a period of about sixty-five years. Joseph Rotch had three sons: William, Joseph, and Francis. Joseph, Senior, died on November 24, 1784, aged 80. Upon William's death which occurred in 1828 the land was divided among the children who sold it according to the demand which was great. This opened a way for the cramped-up and over-crowded

section, the twenty-acre lot, to expand, for this latter purchase suitable for forty house lots, due to the increase in population, had been divided and subdivided so that there were more than one hundred holdings.

Bicentennial Celebration — "Old Dartmouth," including New Bedford, Fairhaven, Dartmouth, Acushnet and Westport, observed its bicentennial celebration September 14, 1864, more than three quarters of a century ago. Fairhaven was represented at the meeting of the Mayor of New Bedford and the Selectmen of the several towns mentioned above, by Bartholomew Taber, Chairman of the Board of Selectmen, and Ellery T. Taber.

From the printed proceedings of that day, we quote from the address of William W. Crapo, Esq., as follows: "Stringent laws were from time to time enacted, one in 1692, and another in 1695, requiring the towns to provide able, learned and orthodox ministers to dispense the word of God. The definition of orthodoxy was then the bone of contention in the balance, and a law passed in 1715 gave the General Court the power to determine this question. In 1722, the Assembly of Massachusetts passed an act requiring Dartmouth and Tiverton (part of Massachusetts) to be taxed for the support of the ministry whose selection was subject to the approval of the General Court. These two towns were the only ones in the Province that had not received Presbyterian ministers. Trouble ensued. The refusal of the selectmen to assess the tax was followed by their imprisonment in Bristol jail where they remained eighteen months. The persons who were imprisoned were Philip Taber and John Akin, selectmen of Dartmouth and Joseph Anthony and John Sisson, selectmen of Tiverton, a part of whom were Baptists and a part Quakers. A showdown came in 1724 when an embassy was sent to England with a petition considered at the Court of St. James, and it was ordered that the obnoxious taxes be remitted and that Philip Taber and his fellow-sufferers be immediately released from their imprisonment."

Royal Commissions. — George III, of England, only 22 years of age, was seated on the throne in 1760. There were no separate townships of Acushnet, Fairhaven, and New Bedford at that time. This entire tract was known by the name of Dartmouth.

Before us rests a commission printed on a sheet 13 inches by 16¾ inches, with the following wording: "Francis Bernard, Esq; Captain General and Governor in Chief, in and over His Majesty's Province of the Massachusetts Bay in New England, and Vice-

Admiral of the same, To Ebenezer Akin Gentleman, Greeting. By virtue of the Power and Authority in and by His Majesty's Royal Commission to Me granted to be Captain General, &c over this His Majesty's Province of the Massachusetts Bay aforesaid, I do by these presents (reposing especial trust and Confidence in your Loyalty, Courage, and Good Conduct) constitute and appoint You the said Ebenezer Akin to be Captain of the first military Company of Foot, in the Town of Dartmouth, in the Regiment of Militia, in the County of Bristol, whereof Thomas Gilbert, Esq. is Colonel. You are therefore carefully and diligently to discharge the Duty of a Captain in leading, ordering and exercising said Company in Arms both inferior officers and Soldiers and to keep them in good Order and Discipline and they are hereby commanded to obey you as their captain and you are yourself to observe and follow such orders and Instructions, as you shall from time to time receive from your Colonel or other your Superior Officers, according to Military Rules & Discipline, pursuant to the Trust reposed in you.

Given under my hand and Seal at Arms at Boston, the fourth Day of June. In the second year of the Reign of His Majesty King George the Third, Annoq Domini, 1762.

Bristol Co., Freetown, Sept. the 14th 1762. Then appeared the above-named Ebenezer Akin & took the oath appointed to be taken by Act of Parliament, Instead of the oaths of allegience & Supremacy, Repealed & Subscribed the Test & Declaration in said Act Contained, Also took the oath by Law Required Relating to the Bills of Credit of the Neighboring Governments. By His Excellency's command, Jno. Cotton, Dep. Secry. Before Tho. Gilbert, Ezra Richmond who were thereunto especially appointed by his Excellency the Governor."

Ebenezer Akin, mentioned in the Commission, born December 2, 1717, was the great great uncle of Mr. Bartholomew G. Akin who resides at 14 Oxford street, Fairhaven. This Ebenezer Akin was a son of John Akin, the first of all the Akins in Dartmouth, a Scotchman by birth, settled in what is now the town of Dartmouth, Massachusetts, and died there in 1746, — more than two hundred years ago.

This Commission, dated June 4, 1762 was preceded by one worded much the same as the above but under another date, as follows: "Given under My Hand & Seal at Arms, at Boston, the eighth Day of December. In the sixteenth Year of the Reign of His Majesty King George the Second, Annoq Domini 1742. (Signed) W. Shirley. By His Excellency's command, G. Willard Storey."

Ebenezer Akin was in this earlier Commission appointed "to be Lieutenant of the fourth foot Company in the town of Dartmouth under the Command of Thomas Hix, Captain of said Company in the second Regiment of Militia within the County of Bristol whereof Silvester Richard, Esq. is Colonel." At the upper left-hand corner of this Commission is the Seal surrounded by the words, "Province of the Massachusetts Bay."

At this time George II, (1727-1760) Grandfather of George III, was on the throne. Two events, worthy of mention, took place during this reign. 1. The rise of Methodism, creating a separate sect, although the Wesleys were priests in the Church of England, and remained so during their entire life. 2. The adoption of a corrected calendar in 1752, whereby the date was put forward eleven days. We Americans write, e. g., George Washington was born February 22 (February 11, O. S.) 1732, this showing a difference of the eleven days. Not due to this change but simultaneously with it, January first began the year instead of March 25th as formerly.

First House Built in the "Second Precinct." — Lot One, in the twenty-acre purchase, passed from Abishai Delano to Samuel Proctor, and by this latter name the house has been known. In 1842, it was owned jointly by Levi Jenney and Joseph Tripp, the map of 1855 designating it as that of J. Tripp. Fifteen years later, it was owned by T. Butman and in 1872 it became the property of Charles Christopher Harris. In the Standard of Friday, May 3, 1872, we find the following: "Thomas S. Butman has sold to Charles C. Harris, buildings and 30 rods land in Fairhaven, west side of Middle street adjoining Jabez Delano's candle house."

This same Jabez Delano in the Standard, more than seventy years ago, stated: — "It is the opinion of people, best qualified to judge of these matters, that the old Proctor House was among the first, if not the very first house built in the village of Fairhaven. The house is situated southwest from and near to the old stone Candle House, and is on the northwest corner of the twenty acre lot. This lot was the first purchase for the village, and it so occurred that a careful survey and record were made at that time. The compass, set at the northeast bound, which was a rock and sighted westward, struck the west window frame of the west window on the north side of the house. This fact is valuable in this particular, as it furnishes a datum to determine the amount of variation of the compass, in the interval. The Proctor House can point to three epochs of formation. Its extreme west portion was a shed brought from Naskatucket,

and was fitted as a residence and cooper's shop; after a series of years it was honored by a second addition, and still later with a third. At this day the full sea wave washed its west side and here Capt. Alden hauled up his whaleboats, and placed them close up to the house, on the north side, to screen them from the sun. It has been a noted place to the present time for this purpose. In my boyhood days, myself and several companions decided to have what we called 'a time'. It was Saturday afternoon, no school, and we had gathered a quantity of bivalves, got them roasted and taken out and placed in a whaleboat that was close up to the windows of the house. Now Saturday was as much a general baking day as Sunday was a go-to-meeting day, and just as we were about commencing our feast of shells (as Mrs. Hawes prefaced an ode of hers on a similar occasion, of which I was one) the window was lifted in our faces, which startled us at first, not supposing we had attracted notice. But our surprise was momentary; it was Aunt Proctor with her wrinkled face all aglow with smiles holding a smoking hot pie in each hand, exclaiming, 'Here boys! after you have eaten your quahogs, have a piece of pie.' The window closed amid a shout of thanks. Aunt Proctor was sister to Capt. John Alden; so was my grandmother, hence the appellation Aunt. Her first husband was a Tripp, and the Hon. Joseph Tripp was their son."

"North of the Proctor House were the try-works where the blubber from the whalers was boiled out. It was the custom invariably to bring in the catchings and extract the oil on the land. Just to the northeast of the try-works is the entrance to Herring River, up which the whaling vessels went to get their water which they obtained at a well, said to be that attached to the John Milan house, between which and Herring River was a fresh pond, known as the Frog Pond, with flags growing in it. It was rendered noticeable from the fact that it marked the spot where a man and his wife were waylaid in the evening while on their way to the block house, by Indians, and murdered. It is said their name was Pope. All traces of the pond are obliterated. At that time all the country about here was woods, and the hostility of the Indians was a serious check to progress." (Signed) D.

"Enclosure" in the "Second Precinct." — A common or commonty is a common right of property existing in a group of persons, in a tract of ground, the land belonging to a group called proprietors. The Jews kept the sheep belonging to a number of individuals in enclosures. These folds had a door under the care of

a porter. Profitable enclosures existed in England from the sixteenth to the close of the eighteenth century, the right of enclosure depending on an act of parliament. In this country, at first, "Common" refers to fields set apart as pasture-land, title of the same determined by an act of Congress, extending at times to the State.

Such enclosures existed in our midst, one at least being legally confirmed about 1800. This enclosure or common-field was located at Naskatucket, in Fairhaven, being at the time of incorporation, in the town of New Bedford.

CHAPTER II

"Easterly New Bedford" Incorporated

"Easterly New Bedford" Incorporated. — Fairhaven, once a part of New Bedford, became a separate town in 1812. The following is self-explanatory. "AN ACT TO ESTABLISH THE TOWN OF FAIRHAVEN. Section I. Be it enacted by the Senate and House of Representatives, in General Court assembled, and by the authority of the same, That the easterly part of New Bedford in the County of Bristol, as described within the following bounds, with the inhabitants thereon, be, and they are, hereby incorporated into a separate Town by the name of Fairhaven, viz. — Beginning at the mouth of Acushnet River, then northerly by said river, until it comes to the north side of a bridge at the head of said river; thence westerly by the north side of the highway to Swift's corner (so called); thence northerly by the easterly side of the highway which leads to Rounsevill's furnace, until it comes to Freetown line; thence easterly by the line of said Freetown till it comes to Peaked Rock (so called), in the northeast corner of the town of New Bedford; thence southerly, by Rochester line, till it comes to Buzzard's Bay; thence by said bay to the first mentioned bound. And the said town of Fairhaven is hereby vested with all the powers, privileges, rights and immunities, and subject to all the duties and requisitions, to which other towns are entitled and subjected by the constitution and laws of this Commonwealth. (Signed) E. W. Ripley, Speaker of the House of Representatives; Samuel Dana, President of the Senate; Approved, E. Gerry, Council Chamber, 22d February 1812."

The First Taxpayer. — Here we find a man who jumped at the chance to pay his taxes. Under the date of Saturday, February 24, 1912, we read in The Star: "FAIRHAVEN'S FIRST TAXPAYER. To the Editor of The Star, Knowledge of the following incident came to the writer through the late William L. B. Gibbs, who will be remembered by many of our older people. The first tax collector of Fairhaven was Eben Akin, Sr. He happened to meet Rufus Allen when Mr. Gibbs was present, and asked: 'Captain Allen, would you like to be the first man to pay a tax in Fairhaven?' The plan seemed to please the captain, and he immediately paid his assessment, thereby becoming the leader in a long line of tax payers, past and present. His promptness would indicate that

he was not much dissatisfied with the work of those early assessors, Stephen Merrihew, Joseph White and Samuel Taber. Captain Allen resided on Middle street, in the house now occupied by Zenas Winsor, and beneath it kept a grocery store with frontage on Union street. (Signed) F. L."

Town Records Lost; Some Retrieved. — In September, 1815, a gale, accompanied by an unusually high tide, wrought wide and general destruction in this vicinity. The historians of a generation ago wrote: "Most unfortunate from the historian's point of view was the fact that the building, containing the records of the town from its incorporation was swept from the wharf and the records lost."

In the main this may turn out to be true. However, we have before us some of the records of 1812, 1813, 1814, 1815, etc. The book of 1812, consisting of about seventy-five pages, was ruled by hand that year by the assessors, each page had about fifteen names. The left hand page included names of those who paid the Commonwealth tax, with the amount imposed; the right hand page gave the amount paid by these same persons, as town and county tax. Let us make a brief enumeration of a few who are known to history lovers, with comments about them. This will serve for reference and comparison.

Samuel Borden paid a total tax of $35.37, divided as follows:- Commonwealth tax: Poll, .27; Real, $3.15; Personal, $5.40. County and Town tax: Poll, .49; Real, $4.90; Personal, $8.40; School, $12.76. Samuel Borden built, in 1800, the house known to our generations as the "Hawes House."

Timothy Coffin's tax totalled $3.07. Timothy Coffin & Company paid a tax of $10.73. This firm carried on a grocery business in Fairhaven Village, the partnership being dissolved in 1814.

Nathan Church paid a tax totalling $5.66. John Delano's tax was $34.52. In 1808, John Delano was advertising for sale, corn rye, oats, etc. Calvin Delano's tax was $4.63. Calvin Delano, very likely this Calvin, built a house on the southeast corner of Water and Center streets in 1766. This building was nearly destroyed by the fire of 1864, which destroyed the shop of Purrington and Taber. To this corner was moved the tin-shop of Jonathan Bisbee, which in time was remodelled into a two-family dwelling house, still standing.



Friends' Meeting House — Bridge Street



Four Corners and Historic Cannon

Many Delanos were taxed. Among them was Warren who paid a Commonwealth tax of $13.45 as follows:- Poll, .27; Real, $1.17; Personal, $1.80; Town and County tax as follows:- Poll, .49; Real, $1.82; Personal, $2.80; School, $5.10. This, of course, was Warren I.

Isaac Drew and Joshua Drew paid respectively taxes of $1.30 and $1.86. Isaac Drew purchased the lot at the southeast corner of Main and Center streets in 1762, and built the Drew homestead. Joshua Drew was our first postmaster, in 1820.

Henry Huttlestone paid a total tax of $4.52. Killey Eldredge and Killey S. paid taxes of $6.77 and $2.38 respectively. Thomas Huttleston's tax of $3.07 was abated by the town. Hardy E. Hitch paid a tax of $2.33. Mr. Hitch lived at the northeast corner of Laurel and Church streets. Levi Jenne (all Jenneys then spelled their names "Jenne.") paid a tax of $7.70. Timothy Morton, grandfather of Charles H. Morton, paid $1.22. Mr. Timothy Morton lived at the foot of Walnut street, on Spring street. Yet Seth Pope whose parents had lost by death two Seths but determined to have the name perpetuated, paid a tax of $2.96. Abner Pease's tax totalled $11.40. Pierce & Coffin paid the sum of $2.22. William Rotch of New Bedford was taxed for land and stock, $18.87. Noah Stoddard, whose house stood on the southwest corner of Main and Center streets, paid $14.17. Nicholas Stoddard's estate was taxed for a total of $12.33.

Taxes on Furniture, Watch, Phaeton and Chaise. — Before us lies a book, a book supposed to have been lost in the gale of 1815, used by the Fairhaven assessors that year. At the top of each page we find the following printed matter: "List of duties, payable for the year 1815, on household furniture, and on gold and silver watches under the act of Congress of the 18th day of January, 1815, within the fourteen collection district of the state of Massachusetts."

Furniture valued above $200 and not exceeding $400 was taxed at one dollar; above $400 and not exceeding $600 at two dollars. Gold watches were taxed two dollars each; silver watches, one dollar each. This book contains the names of 117 individuals who were long on household furniture or watches or both.

Only three persons had furniture which exceeded $400 in value. These three were Samuel Borden, John Delano, and Rowland Gibbs, with valuations of $425, $500 and $420 respectively. Only sixteen owned furniture with a valuation between $200 and $400.

These were Priscilla Alden, $280; Warren Delano, $240; Ansel Gibbs, $385; Levi Jenney, $300; John Johnson, $250; Abigail Tenney, $360; William Kempton, $360; Stephen Merrihew, $300; Thomas Nye, $295; Susannah Proctor, $250; Job Stevens, $250; Elizabeth Sherman, $320; Noah Stoddard, $310; Alden D. Stoddard, $299; Elias Terry, $300; Eunice Tripp, $250.

The gold-watch owners in Fairhaven, in 1815, were eleven in number. These were Priscilla Alden, Samuel Borden, Timothy Coffin, Nathan Church, John Johnson, Abigail Tenney, William Kempton, Stephen Merrihew, Gideon Nye, Asa Swift, Alden D. Stoddard. The silver-watch owners were ninety-eight in number. Five individuals owned two silver watches each.

The tax on household furniture and on gold and silver watches in this year brought into the coffers of the town the sum of $151.50.

For taxation purposes the town was divided into North District, Middle District and South District, as shown by the assessor's books before us. We are speaking now of the time when Fairhaven included Acushnet. The assessors in the year 1813 were Bartholomew Akin, Nicholas Davis, 2d, John Hawes; In 1814, Joseph Bennett, Seth Stevens, William Kempton; In 1815, and again in 1816, Josiah Dean is recorded as the principal assessor; In 1817, and again in 1818, James Taber, Joseph Whelden, Bartholomew Akin.

Besides furniture and watches, other items were taxed as is shown by a book before us, entitled "Accounts of Carriage Duties, received in 1817." Therein we find the names of individuals lucky enough to have means of locomotion in addition to shanks' pony. It appears that wagons, coaches, phaetons, sulkies and the chaise were the principal means of transportation, and the owners of the respective vehicles paid a tax of one dollar each. A few owned two vehicles, hence paid twice that sum. This booklet shows that the tax receipts amounted to $224.75, the seventy-five cents being for nine months ownership. Thus this vicinity, more than a century and a quarter ago, had a registrar of going-vehicles, who listed 179 go-carts some being credited to New Bedford, and some to Dartmouth.

First Building Destroyed by Fire. — Those who delight in noting the progress and regress of a community will undoubtedly be interested in the following. When did the first fire occur in the village of Fairhaven? We have this answered as follows:— "FIRE IN FAIRHAVEN. On Monday morning, January 9, 1832, be-

tween five and six o'clock, the barn of Mr. Noah C. Sturtevant, in the village of Fairhaven, was consumed by fire. (Mr. Sturtevant, by the way, was a trustee of the Fairhaven Academy.) A quantity of hay, carpenter's tools etc., which were in the building at the time, were likewise consumed. Loss estimated at $1,000, with no insurance. The fire was occasioned by the combustion of a quantity of lime in a cellar under the barn, produced by the copious rains during the preceding night. The dwelling house of Mr. Sturtevant, situated only a few feet distant, was fortunately preserved uninjured. This is said to be the first instance which has occurred in this village, from its first settlement, in which a building has been destroyed by fire."

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Early Officials, — Eben Akin, Jr. was Town Clerk, Town Treasurer and Collector of Taxes more than one hundred years ago. Let us take cogizance of some of our town officials of former days; select men, they were as select, in fact, as any whom we have ever put into office. What puzzles us is the fact that, at times, Fairhaven is not represented by Selectwomen. Don't we want a Board of Selectwomen, a Treasurer, a Tax Collector and a Town Clerk picked from the gentler sex? In order to even things up, the women ought to be running the town, without male interference, for the next hundred years.

Of those who served us for long periods are Bartholomew Taber and two Juniors, namely, Eben Akin and Tucker Damon. Mr. Taber assumed his task as town clerk and treasurer in 1819, remaining at his post as such through the year 1833. Not only was he town clerk and treasurer but, in 1827, became collector of taxes as well, retaining this office the remainder of his public, official career.

Mr. Akin became town clerk, treasurer and collector of taxes more than one hundred years ago, and continued in that capacity through the year 1854. Then, after an interim of twenty years, Mr. Akin was again elected to the position of town clerk and treasurer. In this year, 1875, George Jones became collector of taxes, retaining that position until May 31, 1884. Mr. Akin served through 1887 making a record of a quarter century of devoted service.

Immediately following Bartholomew Taber, Nathaniel Church served as town clerk, treasurer and collector through 1841, completing a three-fold service of eight years. Tucker Damon, Jr., followed Mr. Akin in 1855 as town clerk, treasurer and collector, and served through 1874.

Going back to the year of the incorporation of the town, we find Levi Jenney as town clerk. Mr. Jenney served until July 12, 1817 when Jabez Taber was chosen town clerk and treasurer, retaining this position the following year. In 1816 the town treasurer was Nehemiah Cory and the collector of taxes John Atsatt. In 1817 Ebenezer Akin became collector. In 1818 the collector of taxes was Joseph Bates.

"Death of an aged citizen. Mr. Jabez Taber died in Acushnet on Saturday, October 1, 1870 in the 97th year of his age. He had lived in four towns and yet had never moved, viz., Dartmouth, New Bedford, Fairhaven and Acushnet."

During the period that Bartholomew Taber served as town clerk and treasurer, we find the following collectors: 1819, John Fuller; 1820, John Fuller; 1821, Reuben Keen; 1822, William Gordon, Jr.; 1823, Reuben Keen; 1824, Reuben Keen; 1825, Benjamin S. Sisson and Jonathan Wilbour.

While on the subject of early Fairhaven history, let us record that the first town treasurer, after the incorporation of Fairhaven, was Joseph Tripp. Under the date of Tuesday, December 24, 1867, the Standard printed:— "PERSONAL. The Boston Journal says that Joseph Tripp of Fairhaven is one of its oldest subscribers. He is now verging on 90 years of age, was a soldier in the war of 1812-1815, and previously was a compositor on the first newspaper ever published in New Bedford."

Acushnet Becomes a Separate Town. — The years of three-quarters of a century ago and more were stirring years in Fairhaven. Although conflagrations of an incendiary character were many, fireworks of another sort sputtered in 1858. There was introduced into the legislature that year a bill for dividing the town of Fairhaven, enabling the northern part to become a separate municipality. The reasons given were: 1. The extent of territory. 2. The inconvenience of attending town meetings and of visiting the town offices. 3. The appropriations which were claimed to favor Fairhaven Village.

A town meeting was held at Sawin's Hall on Monday, April 4, 1859 at which was considered among others, Article 11 which was as follows: "To see what action the town will take on so much of the petition of Israel Washburn and others and the several petitions in aid of the same, now referred to the next legislature, as have particular reference to a division of the town of Fairhaven, agreeable to the petition of F. R. Whitwell and others."

The subject of the division of the town was referred to a committee of six to report a time for said division, on or before the 8th of November next. This committee consisted of Jonathan Cowen, Charles H. Adams, Cyrus E. Clark, Isaac Wood, Arthur Cox and John Ellis.

At the town meeting held at Sawin's Hall on Saturday, June 25, 1859, in considering Article 2, the result was: Acceptance by the town of the report of the committee in relation to the division of the town whereby they were to define the time of said division, and the appointment of the same committee to appear before the next legislature to carry same into effect. Thus we can see the trend which caused Acushnet territory to become a separate municipality in 1860.

At a town meeting held on Monday, June 26, 1843, Article 5 read: "To see if the inhabitants of Fairhaven will consent to a separation and division of the northerly and the southerly part thereof, and define the line of partition of the same."

Gale of 1869. — The year 1869 was energetic enough in Fairhaven to make a deep impression upon the wide-awake portion of its citizenry. Let us start with the description of the "Gale" as found in the Evening Standard: "Terrible Gale. Buildings Blown Down. The New Bedford Bridge A Wreck. General Destruction of Trees, Balustrades, Fences, Awnings, Arbors, etc. Railroads and Streets Impassable. Telegraphic Communication Suspended." These were the headings, describing the gale of September 8, 1869. "About four spans of the bridge are gone, just east of Fish Island, and as many just west of Pope's Island. The roadway on Pope's Island is blockaded by the heavy stones and timbers which formed a railing on the south side. The omnibus was caught at Pope's Island but the horses were taken over the obstruction to Fairhaven. The passengers remained on the island all night." Concerning Fairhaven we read: "The spire of the Congregational church went by the board about 5 o'clock in the afternoon. The spire struck the further end of the roof on the west side, making a large hole almost twenty feet square. The ceiling over the pulpit was slightly broken. A portion of the spire landed immediately in the rear of the church, and another portion fell more to the west demolishing the roof of a new barn belonging to the Union store. Portions of the wreck went over the house of Mr. Charles H. Taber in the rear of the church, inflicting slight damage. Three windows were blown in at the south end of the church. A meeting was to have been held

on Sunday to consider the propriety of taking down the spire but the storm has prevented the necessity for any further discussion on this topic, and has done the work probably at much less expense than if it had been undertaken by carpenters.

Annexation of "Darkhaven," "Seventh Ward." — Although New Bedford and Fairhaven had their differences, resulting in the incorporation of the latter place as a separate township in 1812, there arose in time those on both sides of the river, who desired to have the two places united. Several times this was attempted. A petition to the General Court was put into circulation in 1871. Under the date of Saturday, September 30, 1871, the Standard printed: — "ANNEXATION. A petition to the General Court is in circulation, and we understand quite largely signed, for the annexation of Fairhaven to New Bedford." A communication was sent to the same journal worded as follows: — "To the Editor of the Standard: It is to be hoped that when the 'village over the sea,' is annexed to New Bedford its shadowy streets will be rendered more passable by night with the aid of an occasional light here and there. Now, in these autumnal evenings, an Egyptian darkness seems to have settled over the place, and there must be many a downfall if the truth were known. We know of one temporary sojourner there, who, returning home a few evenings since from a friendly visit in the vicinity, actually lost her way, and probably would be wandering still, had it not been for the welcome gleam of a pedestrian's pipe in the foreground, which enabled her to retain the sidewalk and to identify the landmarks around her. Until the desired annexation shall have been effected, would it not be advisable hereafter for every passing traveller in Darkhaven to aid poor, benighted humanity as far as possible with the light of a friendly lantern, a pipe, or cigar, since each could be made serviceable. (Signed) T. October 6, 1871."

The possibility of annexation was kept in mind, and the proper precautions taken. The following is copied from "Extracts from the By-Laws of the Millicent Library Corporation of Fairhaven, Massachusetts. — Organized October 22, 1892." and printed the following year. "At least twelve members of the Board of Trustees shall be inhabitants of the town of Fairhaven. In case the town of Fairhaven is at any future time incorporated with the city of New Bedford, then at least twelve members of the Board shall be inhabitants of the territory now embraced in the limits of the town of Fairhaven."

Three years later, that is, in 1874, another attempt was made to entice Fairhaven to become the Seventh ward of the city across the stream, as set forth in The Standard as follows:

"THE ANNEXATION OF FAIRHAVEN. Petitions for the annexation of Fairhaven to New Bedford have been presented to the General Court from that town and from this city, and remonstrances against it have also gone there from both town and city. The people of both places, as far as we are able to learn, are about equally divided in sentiment in regard to it. None appear enthusiastic as yet. The question is discussed in a quiet way among the citizens of Fairhaven, but in this city it has hardly assumed tangible shape for discussion.

The petition that went from Fairhaven for annexation was headed by Lewis S. Judd, and comprised thirty-five names, among which were those of many of the leading men. There have been presented two remonstrances from that town, one headed by Isaac Terry containing fifty-three names, and one headed by Job A. T. Eddy containing seventeen names. Those favoring and those opposing are men apparently equally interested in the welfare of the town, and neither element seems disposed to be over-zealous in th matter. The citizens of New Bedford have interested themselves on the subject enough to send to the General Court a petition in favor and a remonstrance against; the former being headed by Thomas Nye, Jr., Esq., and the latter by Hon. Joseph Grinnell. The town officials are almost a unit in opposition to the scheme. Several of the signers of the petition in Fairhaven show considerable indifference in the matter, and say that had the remonstrance been offered them first they would have signed that, and many of the remonstrants manifest as little concern with regard to the result. The annual election of town officers occurs on Monday (March 2, 1874) next, and this will bring the people together for an interchange of ideas, and it is probable that from that time the subject will be fairly before the people, and they will array themselves in two distinct parties, annexationists and anti-annexationists.

There are many things to be considered by the voters on both sides of the river. The business of the two places is identical and ever has been. Both places arose and fell together in the whaling business, and both are now struggling together for the establishment of manufacturers. In the height of the business, Fairhaven stood second as a whaling port.

The beginning of the two villages was coeval in 1764; and when the township of Dartmouth was divided in 1787, New Bedford and Fairhaven formed one township, bearing the name of New Bedford, and so they remained until 1812, when the political differences of the two places demanded a division, Fairhaven being strongly Republican and New Bedford entertaining Federalist ideas. The two places have for years enjoyed the utmost harmony, and have worked together on all points of interest to both with much good feeling. Politically the original cause of division no longer exists.

Fairhaven was originally thirteen miles in length but, a division taking place, about six and a half miles of its former domain is now the town of Acushnet. Leaving off Sconticut Neck, which is a peninsular about three-quarters of a mile in width, extending south into Buzzards Bay three and one-half miles, the town is nearly square, extending three miles east from Acushnet river and three miles north and south.

With Fairhaven joined to it, New Bedford would occupy the extreme southeast corner of Bristol County. Annexation would result in advantages and disadvantages to both places, but it is claimed that the advantages accruing to both would outnumber the disadvantages. New Bedford would add to her 6,000 acres, which is about the size of ward one, and a population of 2,626. Fairhaven would bring with her personal property to the amount of $350,000 and nearly $1,000,000 in real estate.

Property in Fairhaven was last year (1873) taxed $15.50 per $1,000, but for a number of years previous it had ranged between $12 and $13. By annexation Fairhaven would be benefited by our excellent school system which it is impossible for a town of her size to support. There are many other ways in which they would be benefited, not the least among which is the access to the Public Library. There is no doubt that the affairs of the town, managed conjointly with ours, could be administered with more economy. It is claimed now that the cost of assessing the tax is two per cent on the whole amount collected. The town debt of Fairhaven is less than three per cent of the valuation while the debt of New Bedford is nearly five per cent, but the advantages to be secured by the former by consolidation are probably sufficient to balance this discrepancy. A hearing will be had at the State House in Boston on the 18th of next month, when the petitioners and remonstrants are expected to be present and give expression to their views."

On Tuesday, March 10, 1874 the legislative committee on towns gave a hearing on the petition for the annexation of Fairhaven to New Bedford. The "Traveler" said, "Mr. Weston Howland was heard as one of the leading petitioners, and presented a draft of a bill submitting the matter to the voters of the two places. He gave statistics showing that it would be an advantage to unite the two places, as they were in location almost one municipality now, and should be under one general administration. Fairhaven was part of New Bedford up to 1812. He alluded to past differences between the two places, and believed that annexation would remove these old quarrels. His judgment was that a majority of both places would favor the annexation." The New Bedford speakers opposed annexation.

"HEARING. The Legislative Committee on Towns gave a hearing at the State House, Boston, Friday, April 3, 1874, at 10 o'clock A. M. on the petition for the annexation of Fairhaven to New Bedford." The pros and cons were presented. Captain Humphrey W. Seabury, one of the remonstrants from New Bedford, said: "The citizens of Fairhaven average better citizens than ours, but we cannot afford to take them because the whole town is essentially 'Poverty Point.' Jonathan Bourne Jr., said, "There is nothing in Fairhaven desirable to the people of New Bedford." etc. The hearing was continued. It was attended by few of the petitioners and none of the remonstrants. In brief it was said that Fairhaven had no water, no sewers, poor streets, schools and library.

So certain were some, that they advertised as follows: "FOR SALE IN FAIRHAVEN. Thirteen house lots pleasantly situated on Bridge, Adams and Prospect streets, containing 18 to 23 rods each. Now is your time to buy in the Seventh Ward cheap." April 25, 1874.

Clocks Set Back Sixteen Minutes. — The following we copy from The Fairhaven Star, of Saturday, November 24, 1883: "The Change of Standard Time. In accordance with the vote of the general time convention of railroads, at Chicago, Sunday, the 18th inst. was selected for the date of changing the running time of the Trunk Line and Western Railroads to the new standard."

"Some years ago the Railroads in the United States had nearly one hundred different standards of time, regulated by local times. Then it was suggested that there should be a single standard for the whole country; but this was not found practicable. In Maine,

for instance, by the single standard it would be four o'clock when by the local time it ought to be six o'clock."

In 1875, Professor Abby suggested that the time be fixed for every fifteen degrees of longitude, beginning at the 75th meridian and ending at the 120th meridian. This gives four standards of time, dividing the country into four belts of about 1,000 miles in this latitude. By this system, the time of Maine, New York and Savannah would be the same, and in each of the other meridians or belts there would be a similar uniformity. It is this plan which has been adopted by the railroads and some of the cities, and which went into effect on Sunday. The Fairtaven town clock now registers the new time."

Cornerstone Laid. — The land on Center street, from William to Walnut street, had been purchased for the erection of the new Town Hall. The foundation was laid, and everything was in readiness for the placement of the cornerstone which is now plainly discernible on the southwest corner of the structure. The passersby may read "May 30, 1892." Let us see what THE FAIRHAVEN STAR had to reveal about the laying of the cornerstone of this edifice, either in substance or in quoted form.

James L. Gillingham, Esq., cited the respective locations of the town meetings. After 1864, Phoenix Hall was the regular place for all town meetings. "During the first three years of the town's existence, the records were kept in the office of Levi Jenney, town clerk, on the wharf, and during the terrific gale of 1815, the office and records were swept into the river and were lost. The records of the next two years were kept by the same clerk in his office on the northeast corner of Middle and Washington streets. For two years following, Jabez Taber kept them at his home in Acushnet. Then for fifteen years they were in the care of Bartholomew Taber at Oxford. For eight years following Nathaniel Church kept them in the building now occupied by Robert H. Taber's tin shop on Main street. From 1842 to 1855 Eben Akin, Jr., kept them at his office in the second story of the building on the southwest corner of Main and Bridge streets. In 1855 they were placed in the care of Tucker Damon Jr., and the present office of the town clerk was secured. This office has been retained for the past thirty-seven years, but the records during a part of that time were, and at the present time are, in part kept in another wooden building in the town. The fact is not the evidence of want of care on the part of the succeeding town clerks, Eben Akin, Jr., and Francis DeP. Tappan, but was necessitated

by the inadequate facilities possessed by the town for the proper transaction of its official business."

"During all these eighty years of municipal existence, the citizens have never had a reasonably secure or safe place of deposit for all the constantly accumulating, and, in many instances, invaluable documents, papers, and records."

"In the stately building that shall rise from these foundations will be found all that the citizen has in the past been deprived of, and yet hoped some day to possess, of convenience, security and permanence."

"Memory yet recalls that fifty years ago our present senior selectman, Eben Akin, Jr., who is with us today, began his public service for our citizens; and filled with years and honors, he yet renders the same faithful service which half a century ago he began."

"Through the accomplishment of a dream of his youth and the desire of his manhood; through the noble ambition to serve her native town for all time; through the pure and holy purpose begot in their affection in the hour of their bereavement, from Henry H. Rogers and Abbie P. Rogers and from their children, our citizens will receive the benefactions of school, of hall and of library."

"The stone was hoisted into place and was laid by Master Harry with a silver trowel." "Within the stone was deposited a copper box containing copies of the souvenir edition of The Fairhaven Star, printed last Saturday, of The Hustler, printed in town, of which Master Ralph S. Bryden (also Russell Hathaway, Jr.) is the editor and proprietor, copies of the New Bedford Mercury, Journal and Standard, the New York Sun, the Boston Herald, the Boston Globe, the Memorial Program and Fairhaven town reports presented by Charles Eldredge; half dollar minted in 1812 (date of incorporation of Fairhaven) presented by William E. James, Commander John A. Hawes Camp, No. 35 Sons of Veterans, inscribed as coming from the Post; Spanish dollar of 1776 presented by L. M. Snow (the original dollar of our daddies); Silver coins of 1892 presented by W. P. Winsor; Confederate money given by Miss Addie Jenney, and West India coins by Edmund Anthony. At the close the benediction was pronounced by Rev. D. C. Stevens.

CHAPTER III

Shipbuilding

Shipbuilding at Acushnet. — The territory of Acushnet, ever adjacent to the present area of Fairhaven, and an incorporated part of the latter for nearly a half century, is set forth by the Daily Evening Standard, under the date of May 22, 1856, as an important shipbuilding center, as the following discloses.

"SHIPBUILDING AT ACUSHNET. It may not be known to all our readers that the business of shipbuilding was at one time prosecuted quite actively at the Head of Acushnet river. On an examination of the records, we find that it was commenced in 1780, by Charles Stetson, the father of Capt. Silas and Peleg Stetson. The first vessels constructed were schooners and other small craft, the most of which were purchased by persons residing in Harwich, Cape Cod, for the codfishery. Between thirty and forty of this, description of vessels were built, but no ships were constructed until 1798."

The ships built there, enumerated in the order of construction, were as follows: 1. The "Hunter," employed in the whale fishery, commanded by Capt. Peter Butler. 2. Brig "Thomas," employed in the merchant service. 3. The "Walker," a whaler, commanded by Capt. Stephen West, of Nantucket. During the war of 1812 she was captured by the English at a Pacific port, with a full cargo of sperm oil on board. These three just enumerated were built for Seth Russell & Sons. 4. Brig "Hepsabeth," named for the wife of Weston Howland; built for Mr. Howland and Humphrey Hathaway, for the merchant service. 5. The "Charles," a merchantman, named for Mr. Stetson, commanded by Philip Crandon. 6. The "Swift," a merchantman, built for Humphrey Hathaway and Jireh Swift, commanded by Capt. Bailey, of Dartmouth. 7. The "Independence," built for the merchant service for Humphrey Hathaway & Co. 8. The "Augustus," built for Humphrey Hathaway & Co., for the merchant service. 9. The "Ladoga," launched in 1812, owned by Mr. Stetson, the builder. 10. The "Horatio," being the last constructed at Mr. Stetson's yard.

Shipbuilding was thereafter transferred to the vicinity of Belville and the constructions were: The brig "Hope," the ship "Amy-

thon," the "Grand Turk," the "Sarah Lee," the "Martha," of Fairhaven, the "Henry Clay," the brig "Sun," built for Isaac Vincent, this being the last one constructed at this yard.

The Standard continues: "The above account is probably nearly, if not entirely, correct. It was obtained from those who were supposed to be well acquainted with the facts, and no doubt were so."

Shipbuilding at Oxford.—Through the courtesy of the Daily Evening Standard, we present the following succinct account of shipbuilding at Oxford Village, taken from the issue of June 7, 1856: "SHIPBUILDING AT THE POINT IN FAIRHAVEN." Shipbuilding was commenced at the Point about 1781, by Capt. Amos Kelley." The vessels constructed at Oxford were: 1. The ship "Columbia," being the first vessel ever built in Fairhaven, commanded by Capt. Preserved Fish. 2. The ship "Herald," a whaler. 3. The ship "President." 4. The ship "George," built for Robert and Joseph Bennett. 5. The ship "Libertina," built for Henry Huttlestone & Co. 6. The brig "Polly." 7. The schooner "Tabitha," for Peleg Huttlestone, named for his wife. "About the time this vessel was completed, which was in 1802, Capt. Kelley died, and one or two vessels, the names of which we have not been able to ascertain, were built by a former apprentice of his, Mr. William Severance, who subsequently built several vessels in the vicinity of Belville, after the business was given up by Mr. Charles Stetson, of Acushnet."

"In 1804 the business was continued by Ebenezer Pierce who came from Middleboro, He built the ship "Ganges" and also the brig "Dolly Taber" and some others. Mr. Pierce followed the business until 1812. The brig "Dolly Taber" was the last square-rigged vessel that was built at the Point. She was commanded by Capt. George Bailey, and was employed in the merchant service."

"Several small vessels, after this, were built by the following persons: Seth Allen, Mr. Athorn, and Joshua Delano who built the "Fish Hawk," a fishing schooner for John Howland of the Point."

The Standard continued: "We are indebted to Miss Rebecca Spooner for a large share of the above information. Miss Spooner has attained to the advanced age of 94, but her mental faculties appear to be as sound as ever, and she converses about the events of those bygone days with remarkable fluency and correctness."

Miss Rebecca Spooner, familiarly known as "Aunt Becky," was born on Sconticut Neck in 1762, lived at Oxford Village, and died in her 97th year.

Shipbuilding by Abner Pease. — Again we quote the Standard which published, under the date of June 14, 1856, the following: "SHIPBUILDING. The business was commenced at the yard of Mr. Abner Pease, near the Mill Dam, in Fairhaven, about the year 1804." This yard was southwest of his homestead which stood and still stands on the southwest corner of Main and Pease streets.

In the order of construction, the vessels were: 1. The "Pinnasseh," for John Delano. 2. The brig "Pindus," for John Delano, in 1807. 3. The ship "Village," built in 1808, and bought by Cornelius Grinnell, of New York, as a merchantman. 4. The ship "Arab," a merchantman, built in 1810 for Warren Delano. She was captured in the War of 1812. 5. The brig "Leader," commanded by Capt. Jones. She was the last square-rigged vessel built by Mr. Pease.

Subsequently Mr. Pease built, on his own account, the "Milo," the "Bedford," the "Amp," and the "Ardempt." The name "Ardempt" was formed by taking the first initial of the following persons: Abner Pease, the builder; Elizabeth, his first wife; Robert Delano, her brother; Mercy Taber, the maiden name of his second wife. "The 'Ardempt,' in the gale of 1815 broke from her fastenings and was driven through Main street nearly as far up as the house where Mr. Whitwell lived."

Under the date of June 21, 1831, we find: "FOR SALE, FREIGHT OR CHARTER. The good sloop A. M. P., burthen 40 tons, is in good condition to receive freight of any kind. She will be chartered or sold, if application be made immediately to Abner Pease."

Mr. Pease died in 1852. The funeral services were at the Friends' Meeting House, Fairhaven Village.

Shipbuilding by Joshua Delano. — In the spring of 1809, shipbuilding was commenced by Joshua Delano in the yard later occupied by Mr. Reuben Fish. The vessels built here were: 1. The "Maria Penn," merchantman, for John Delano. 2. The ship "Emulus," merchantman, for the same party, in 1811. 3. The "James M," merchantman, in the same year and for the same party. 4. The schooner "Residence," coaster, for the same party. 5. The ship "Leonidas," in 1812, for the same party, merchantman. 6. The brig "William and Nancy," for John Delano, merchantman. 7. The sloop "Packet," a coaster, for Lemuel Tripp. 8. The "Gov. Gerrish," for the same party, in 1813. 9. Then, for John Delano, a racer was built to "run the gauntlet" in freighting between Fairhaven and Europe. She was taken on her first voyage.

Shipbuilding by Joshua Delano and Jethro Delano. — At this shipyard of Delano & Delano who entered into partnership in the winter of 1816, were built: 1. The ship "Nancy" for Timothy Coffin, of Nantucket. 2. The ship "Triton," a whaler, for Gideon Howland, in 1817. 3. The ship "Persia," for Cornelius Grinnell & Co., a merchantman. 4. The ship "Roscoe," a whaler, in 1820.

Shipbuilding by Joshua Delano, Elias Terry and Reuben Fish.—

After a cessation of half a decade, activity in shipbuilding was renewed. From 1826 until 1829 when Capt. Terry died, at least four vessels were built by this firm: 1. The sloop "James and Lucy," for Capt. Charles Delano, employed as a coaster between Fairhaven and Albany. 2. The brig "Atlantic," commanded by Capt. Ebenezer Delano. 3. The schooner "Clinton," for Elias Terry & Co., commanded by Job Stevens. 4. The ship "Averick," a whaler, (named for his son, Averick, who died abroad) for John A. Parker, commanded by Capt. Lawrence, of the Vineyard.

Shipbuilding by Joshua Delano and Reuben Fish. — In their yard were constructed at least a half dozen vessels: 1. The ship "Parker," a whaler, launched in 1831. 2. The ship "Oscar," a whaler, for Ezekiel Sawin, launched in 1833, commanded by Capt. Downes. 3. The first ferry steamboat, launched in 1833, in charge of Capt. Hitch. 4. The ship "William Wirt," a whaler, for Warren Delano, commanded by Capt. Isaac Dagget, of the Vineyard. 5. The "Eliza Adams," launched in 1835, commanded by Capt. John O. Morse, of Edgartown. 6. The schooner "Texas," built for George Tyson and Samuel Little.

Shipbuilding by Fish and Huttlestone. — Numerous vessels were built in this yard as follows: 1. The ship "Obed Mitchell," for James Mitchell, of Nantucket, commanded by Capt. Isaiah Ray, She was launched in July 1837. 2. The "MARY ANN," a whaler, sold to Lemuel Tripp, commanded by Capt. Joseph Chace. 3. The ship "Gen. Scott," for Lemuel C. Tripp, a whaler, commanded by Capt. Fosdick, of Nantucket. 4. The bark "United States," a whaler, for Andrew Hicks, of Westport, commanded by his brother, Capt. John Hicks. 5. The "Oregon," a whaler, built in 1841, for Lemuel C. Tripp, commanded by Capt. Obed Sherman. 6. The ship "Adeline Gibbs," a whaler, for Gibbs & Jenney, built in 1841. 7. The ship "E. L. B. Jenney," a whaler, named for Mr. Jenney's wife, built in 1842, commanded by Capt. John Church. 8. The ship "James Allen," built in 1844, commanded by Capt. Sherman. 9.

The ship "Abraham Barker," built in 1845. 10. The schooner "Louisa," a coaster. 11. The ship "Audubon," for William R. Rodman, commanded by Capt. Alexander Winsor. 12. The bark "Gallego," built for Warren Delano, Jr., employed in the merchant service, commanded by Capt. Johnson. 13. The ship "Channing," for Warren Delano, Jr., built in 1847 as was the "Gallego." 14. The ship "Phillipe De La Noye, commanded by Capt. Morse. 15. The brig "Gov. Carver," built in 1848.

Shipbuilding by James and Joseph Marvel. — "In 1841, James and Joseph Marvel built the ship 'Sophia,' the schooners 'Jane,' 'Eliza Tyson,' and the sloop 'Washington'."

Shipbuilding by Reuben Fish. — "In 1849, Mr. Fish continued the business, his partner having died the previous year." He built: 1. The ship "Emma C. Jones," a whaler, in 1849. 2. The ship "Thomas Nye," in 1851, a whaler, the first clipper ship built on the Acushnet. 3. The clipper ship "Nautilus," built in 1852, a whaler, built for Gideon Allen, commanded by Capt. Seabury. 4. The schooner "Simpson Hart," a clipper, built in 1852. 5. The ship "Rainbow," full clipper, a whaler, built in 1852. 6. The ship "Sea Gull," a whaler, built in 1853 for John R. Thornton, commanded by Capt. Nichols. 7. The ship "Othello," for T. & A. R. Nye, commanded by Capt. Beckerman. 8. The "Sea Nymph," a merchantman for Edward Mott Robinson, commanded by Capt. Harding, of Holmes Hole. 9. The "Speedwell," a whaler, built for Stephen Gibbs and others, commanded by Capt. Gibbs. 10. The "John Milton," for Edward Mott Robinson, built in 1854, the largest ship ever built on the Acushnet up to that time, in the merchant service under command of Capt. McCleave, of Nantucket. 11. The "Japan," a whaler, built in 1855, sold to William G. Blackler. 12. & 13. Two ships on the stocks, one for R. F. Gardner, of Nantucket, commanded by Capt. Starbuck and the other for I. Howland, Jr. & Co., of New Bedford, commanded by Capt. West.

The foregoing pages do not necessarily include all the ships built at the respective yards; they do, however, give a fair idea of the stir that prevailed throughout the prosperous period of that industry.

Reuben Fish. — "Reuben Fish, Esq., is one of the most active, persevering and intelligent business men in this section of the State. For many years past, he has employed a large number of mechanics, furnishing them work in times even when business was extremely dull and unprofitable, and has evinced at all times a disposition to recognize fully that the laborer is worthy of his hire.



Fort Phoenix — Eighty Years ago



Old Academy Building — Original location

Mr. Fish has contributed largely to the prosperity of Fairhaven Village, and we trust that his extensive shipbuilding business may be long continued. Some of the finest craft whose keels now vex the waters of the sea, have been launched from his shipyard."

"OBITUARY. Mr. Reuben Fish, formerly a well-known shipbuilder, of Fairhaven, died in Mattapoisett yesterday (Sunday, March 28, 1875), The merchant and whaling vessels from his yard were some of the finest that ever sailed from this port."

An Adjunct to Whaling. — Fairhaven had its windmills some of which had much to do with the implements of whaling. There was the grist mill owned by Nathaniel S. Spooner, which stood on the west side of North Main street not far above North street, that is, on the summit of Dolly Hill. It was destroyed by fire in April 1858. Near the corner of Main and Union streets stood another windmill in the early days before Union street was extended east of Main street.

Another type of windmill stood near and north of Fort Phoenix. It was owned and operated by Isaac N. Babbitt, Sr., a blacksmith by trade. This mill was one of the adjuncts of the whaling industry. With a favorable, brisk wind, around whirred the sails of the mill, thus generating power to turn within a large grindstone upon which the tools of the whale fishery were sharpened. This mill went out of commission more than three quarters of a century ago.

Wharfage Rates and the Marine Railway. — Wharfage rates in Fairhaven were low, at least within the range of all pocketbooks, some time ago. For example, an original bill before us states:— "WHARFAGE. Sloop Hero, To South Wharf, August 15, 1805, To seven days at .08, .56. To 203 days at .04, $8.12, Nov. 20, to June 1806.

In May 1849 Capt. West completed his marine railway in Fairhaven, and was in readiness to take up large or small vessels for repairs, at moderate charge.

The cost of hauling a vessel on the Marine Railway, 95 years ago, may be ascertained by the following:—"Tariff for 1851. 'Granite' Wharf Marine Railway, Fairhaven, Mass. Vessels hauled up on the following terms, viz: — Single deck, less than 50 tons, $7.00; Single deck, more than 50 tons, and under 200, 12½ cents per ton; Double deck, more than 200 tons, 15 cents per ton; Laying on, less than 100 tons, $2.00 per day; Laying on, more than 100 tons, 2 cents per ton. No charge for the day of hauling and launching,

stormy days or Sundays. (Signed) James Tripp, 2d, Supt. May 24, 1851."

The first vessel taken up by steam power on a marine railway in this vicinity was one of 225 tons. This was at New Bedford on Friday, December 1, 1865. The horse-power hauling usually consumed about three hours, whereas in this instance, by steam-power, the time was about 35 minutes. It was in July 1864, that Mr. Abm. H. Howland contemplated using steam power to haul up vessels at his Marine Railway at City Wharf, New Bedford.

Shipbuilding by Delano & Co. — "The first vessel built at the yard of Delano & Co., Fairhaven, was the schooner, 'Angenett,' 235 tons, for William Wilcox of New Bedford. She was launched in October, 1853, and is in the coasting business. The next was the ship 'Twilight,' 385 tons, for William Phillips. She was launched in June 1854, and commanded by Capt. Isaac Thompkins, of Westport. Then the bark 'Elizabeth Swift,' for Swift & Allen, and named for Mr. Swift's mother. She was launched in November 1854. The next was the schooner 'Cremona,' 176 tons, for J. A. Perry & Co., a coaster, and launched in May 1855. The next was the ship 'Secon-ett,' 400 tons, for Charles Almy. She was launched the last of July in the same year. The next was the ship 'Josephine,' 446 tons, for Swift & Perry, named for Mr. Perry's wife. She was launched about the 11th of April last. The ship now on the stocks at this yard is for Capt. William G. Blackler, 412 tons."

A fine new ship of 432 tons, named the Sullivan, was launched from the yard of Delano & Company of Fairhaven at nine a. m. on Monday, September 1, 1856.

Although shipbuilding was carried on in Fairhaven more than a century and a half ago, we find under the date of May 18, 1860 that there was considerable activity in that enterprise eighty-five years later, as well, as the following discloses. — "SHIPBUILDING IN FAIRHAVEN. The shipyard of Messrs Delano & Co., Fairhaven, presents a brisk and animated appearance, about fifty men being employed there. They have two vessels upon the stocks, a schooner and a bark. The schooner is about 230 tons, and is finished, and will be launched the first of next week. Her dimensions are:— length, 104 feet, breadth of beam 28 feet, depth of hold 9 feet 4 inches. She is called the "Samoset" — has for a figurehead an Indian chief, and on the stern is a representation of an Indian village, all carved in the highest style of art."

Shipbuilding by William G. Blackler. — William G. Blackler commenced, on Monday morning, October 26, 1863, the building of a ship at the yard formerly owned by Delano & Company, the latter firm being dissolved in 1862.

A new vessel, built by Moses Delano, at the shipyard of William G. Blackler, in Fairhaven, for Robert B. Forbes of Boston, was launched in February 1864. She was a hermaphrodite brig (a two-masted vessel, square-rigged forward and schooner-rigged aft), 116 feet in length, 27 feet beam, and 10 feet deep, and about 295 tons burthen.

In 1901 the Masonic Building was presented by Henry H. Rogers to the Freemasons, and the name of the Lodge was changed from "Concordia" to "GEORGE H. TABER." "Uncle" George served in another role. The new schooner "Glacier" was launched at Fairhaven on the afternoon of Tuesday, May 31, 1864, from William G. Blackler's shipyard. "The "Glacier" was 250 tons burthen; built by Moses H. Delano for whale fishery, for S. Thomas & Co. of New Bedford, to be commanded by Capt. George H. Taber, late of bark "Antelope." The "Antelope" was 105 feet long, with width of 26 feet and 6 inches, and 10 feet depth of hold.

"The new schooner, 'Lottie Beard,' at Capt. W. G. Blackler's shipyard, Fairhaven, is to be launched at four o'clock on Thursday afternoon, September 20, 1866. The vessel was built under the superintendence of Moses H. Delano, an accomplished shipwright. The spars were made by Porterfield Hutchins." "LAUNCHING. The launching of Bark 'New Bedford' at Capt. Blackler's shipyard, this morning (Tuesday, August 4, 1868), was entirely successful. It was witnessed by 500 people or more."

A year or two before this there took place the launchings of the "Andrew Jackson," in 1866 and "Andrew Hicks," in 1867. Then, we read:—"FOR SALE BY AUCTION. On Saturday, August 27, at 2 o'clock, P. M. (1870), at the shipyard of William G. Blackler, Esq., Fairhaven, will be sold, in lots to suit purchasers, a lot of oak and pine timber, ship knees, oak and pine plank, old and new spikes, old iron, cordage, blocks, etc. Terms cash. (Signed) George H. Taber, Auctioneer."

"FOR SALE OR TO LET. The new dwelling house situated in Fairhaven, within five minutes walk of the depot. It is adapted exclusively, if required, for two tenements, and furnished with all the conveniences that can be required to make it a first class house.

The location is exceptionable. It will be ready for occupancy the first of January. Apply to W. G. Blackler. December 12, 1870."

When Capt. Blackler's property on Fort street was sold, the large house was sold to Mr. Loomis for $1,325. Levin Morse bought the cottage at $500.

Moses H. Delano, the Master Shipwright. — The launching of a new schooner, built by Moses H. Delano, of this town, was described by the Standard as follows: "Launching of the William Phillips. Schooner William Phillips was successfully launched from the yard at Fish Island, this afternoon (Thursday, February 19, 1874). The last of her shores were knocked from under her as the clock was striking ten, letting her rest upon the launching ways, which had been well sandwiched with tallow and sperm oil. When the last shore had been taken out she began to move slowly, going towards the water but about six feet in the first fifteen minutes, when she took a sudden start and slid gracefully into the water with flying colors, amid the shouts of some fifteen hundred spectators that had congregated on the island, on the bridge and on the wharves in the vicinity. The two steam tugs, which were nearby, loaded with spectators, and locomotive W. D. Peck standing on the railroad track, added their whistles to the chorus. The vessel makes a fine appearance in the water, and when she comes out in full dress her beauty will be unexcelled. The schooner lies at the wharf near where she was built."

The following, pertaining to ship building was printed in the Star in August 1890: — "Moses Delano is probably the oldest ship carpenter in Fairhaven, says the New Bedford Mercury, and distinctly remembers hearing his father, Joshua Delano, telling about the vessels he built. The number of ships built by Joshua Delano was in the neighborhood of seventy-five. Joshua Delano learned his trade of Abner Pease, who carried on the ship building trade in Fairhaven. A ship yard was located on a little stream that makes into the mill pond from the river and a good sized wharf was located there. Reuben Fish was in company with Joshua Delano and had a shipyard on the north side of the Old South Wharf, where a good many vessels were built."

Yacht Built by Moses H. Delano. — Under the date of January 26, 1869, we read: — "In Fairhaven, Moses H. Delano is building a yacht about the size of the Custom House boat, for Capt. John A. Hawes, on the premises of the latter."

Since boyhood we have heard about the yacht owned by John A. Hawes, but could not get a vivid impression of its beauty. At last

we have it fully described as set forth in the Standard under the date of June 12, 1869. Not only do we read of the yacht, but also learn of the individuals who were at that time called upon to assist in its construction. "A BEAUTIFUL YACHT. Capt. John A. Hawes, of Fairhaven, has his new yacht 'Whistler' about ready to launch. She is 35 feet long (over all), 32 feet keel, 13 feet beam, and about 17 tons, old measurement, or 10.35 tons new, and, in the opinion of our best mechanics, is a model for beauty and perfection of workmanship; built by the day, of the best materials, and copper fastened throughout. Our old sea captains pronounce her of sufficient strength to 'weather the Cape.' She has fine accommodations for a craft of her tonnage, having a conveniently arranged forecastle and galley combined, two state-rooms, each six feet long, and in her after cabin, which is eight feet long, are two berths, and is well provided with lockers. Her cabin is finished with ash, with black-walnut panel mouldings; ceiling painted white, with gilt panel mouldings. She has two water tanks holding thirty gallons each, and a large ice-chest under the cockpit floor. Designed for a family pleasure boat in her model and construction, comfort and safety have been considered more than speed although it is hoped she will sail equal with the average of her class.

'The Whistler' was modeled by John W. Howland of New Bedford. Mr. Moses H. Delano, of Fairhaven, was assisted by Mr. George Eldred. The joiner work was done by Mr. Arnold G. Tripp, of the firm of Tripp & Bourne, assisted by Mr. William Robertson, of New Bedford; the smith work by Mr. E. G. Paull (connected with the American Tack Co.); her sails by the Messrs. Hitch; spars by Mr. Hutchinson; rigging by Messrs. Butman & Hoeg; and her painting by James Merrihew. For a figurehead she has a 'whistler' duck, which, with the scrollwork on the stern, was carved by Mr. Henry J. Purrington of Mattapoisett. She is steered by a wheel, with quadrant steering apparatus of a novel design which was cast and geared at the Fairhaven Machine Shop.

Mr. Moses H. Delano died in October, 1905, in his 86th year.

Boat Building. — There were the boat-building shops of William H. Hursell and James M. Allen, Jr., in our day, besides boat building on a smaller scale by others. The Allen boatshop existed throughout four generations. Eleazer Allen came to Oxford in Revolutionary times and commenced boat building, continued by his son, Bartlett, then by his grandson, James M., and then by his great-grandson, James M., Jr., the latter living at 5 Lafayette street, retiring in 1915.

William H. Hursell, also of Lafayette street, built boats for more than half a century. At one time he conducted the boat building business on Privilege street, selling in October, 1877, to John Bailey, father of the late Emily Bliss, widow of Alexander Bliss. Mr. Bailey, in July, 1887, sold to Frank C. Smith of New Bedford, who married Susan E. Libby, in August, 1886. Mr. Hursell died in January, 1910, aged 75. Mr. Smith died in March, 1920.

"BOAT BUILDING. The subscriber takes this method to inform the public that he has built a shop in Fairhaven, a few rods to the north of Rodman's wharf, for the purpose of carrying on the BOAT BUILDING BUSINESS. Boats of all description built after the Newport style at short notice. Long boats, Yawl boats, Moses boats, Whale boats, and in fact boats of all descriptions from the dory up to a thousand tons. (Signed) Robert B. Caswell, formerly of Newport. Fairhaven, January 11, 1848."

Nearly three quarters of a century ago, William T. Swift was carrying on the boatbuilding business on Higgins wharf.

CHAPTER IV

Shipwrecks

Wreck of the "Libertina." — In the article by Captain Jabez Delano, under the caption "Fairhaven of the Past" written about seventy-five years ago, we find much praise for Roland Gibbs and Capt. Job Stevens. He continues by saying: "The last ship that Capt. Stevens commanded in the India trade was the Leonidas of Fairhaven. Some thirty years preceding this event there was building, in our village, a ship, for parties residing in New York, called the Libertina. She was launched late in the fall and was hastily got ready to be delivered in New York. Job Stevens was selected as her commander. The ship lay in the stream waiting a favorable wind to sail; the lateness of the season and the anxiety to get the ship to her destined port may have induced them to take some risk that under less pressing circumstances would not have been entertained. At length a morning came, and with it a northeast breeze. The anchors were lifted and the canvas wings, in cloudy grandeur, swelled with the fascinating yet treacherous breeze, which was inclined to rise with the sun and thicken as it rose. The ship held on her course westward with increasing velocity and corresponding anxiety. Soon after noon it commenced snowing, and the wind increasing as the day drew towards its close, it became apparent that it was too hazardous to attempt to run the Sound, and it was decided to reef down and haul the ship on a wind to the south and thus obtain an offing. The progress of getting in sail and reefing, owing to the snow and wind, was slow, and the ship had made more western than the reckoning gave. The snow was blinding thick. They were by computation near midway between Block Island on the east and Montauk Point on the west to pass through which was the salvation point at issue. The ship-channel breadth is ten miles, and the extreme shore line twelve. To attain this end the ship was hauled on a wind to the south. At this stage so dense was the snow that nothing could be seen a ship's length ahead. The mate of the ship, whose name was Braley, it was said, swung the ship off from the course given, when Capt. Stevens was below examining the chart. Braley was afraid of Block Island, while Capt. Stevens deemed the point of danger to be Long Island. In the midst of this conflict of opinion the ship struck with a deadening crash. Capt. Stevens was heard to express himself thus: 'I wish my head was under her keel.'

But Capt. Stevens was a young man at this time, and many years of conflict and life struggle was in the yet undeveloped future alloted to him, and he was the man to meet them as a man. The precise point of this disaster I could never learn. It was, however, very near the extreme point of Long Island, and a little north of the light-house. The ship struck very near the shore, and here is the only spot where the water is bold, close to the cliffs there being 3½ fathoms, within a fourth of a mile of the beach. It so happened that there was a house near where the ship struck, and the inmates had discovered the situation, and were soon at the beach. By their advice and aid, the men were hauled on shore, one at a time, each one being seized by two men and carried to the house and placed in charge of the women, the men returning to the wreck for another man. So intensely cold was the weather that each seaman as he was rescued from the surf was so palsied by the frost that they could not travel and had to be carried as above stated. On reaching the house the women who knew exactly what to do and possessed nerve to do it, had tubs of cold water in readiness. Every seaman's clothing was a sheet of ice, which the women cut from them with shears; then placed their frost-bitten limbs in the tubs of water, until the frost was out; they were then wrapped in heated blankets and rugs. In this way the entire sixteen were treated and restored without the loss or permanent injuring of a limb." (Signed) D."

Wreck of the "Thetis," 1809. — We find in the Standard, under the date of 1856. "A SAD MARINE DISASTER. The appalling shipwrecks and marine disasters of the past winter (1855-1856) have brought to our mind the recollection of the sad loss of a Fairhaven vessel nearly a half century ago, by which a large number of persons belonging in this vicinity, were swallowed up in one common grave.

It appears that the sloop Thetis, of Fairhaven, Captain John Taber, master, sailed from the Union wharf, in that town, for Savannah, Georgia, in the early part of November 1809, with 34 persons on board. On the 23d of that month she was upset in a gale of wind off Cape Hatteras, and only five persons were saved. After remaining upon the wreck for seventeen days, enduring hardships of the most painful character, they were discovered and taken off by the ship William Henry of Newport, R. I. From the accounts that we have directly from one of the survivors, we are led to believe that the sufferings of those five persons upon the wreck during those long, dark days were seldom or never equalled, either

upon the sea or the land. When rescued, they were just alive and remained in a weak and feeble condition for some time afterwards, though all finally recovered.

The passengers were persons belonging in Fairhaven and vicinity, and were bound to Savannah to engage in business pursuits during the winter. A large proportion of them were mechanics of the different trades. There were nineteen wives made widows by this disaster, between Fairhaven and Oxford Village, and a large number of families were left in a destitute and unprotected situation, the husband and the father being so suddenly removed.

The names of those who were saved were Captain John Taber, Asa French Taber, Amos Kelley, Braddock Gifford and a Mr. Snow. Of these Captain Taber and Mr. Kelley are deceased; the remainder are still living. By this unhappy catastrophe, twenty-nine men, in the vigor and prime of life, were stricken down. It is seldom even in the frequency of the terrible marine disasters at the present time, we are called upon to record one more painful and sad than that of the Thetis.

Of those who were lost, three were sons of Dea. Sherman of Rochester, while all were connected with well-known families in this vicinity. We do not, however, deem it advisable to publish the list of names, as it might recall unpleasant memories in many minds. Tuesday, May 6, 1856." This article was republished in January, 1869. Then Mr. Gifford was the only one living, having taken up his residence in Falmouth.

Nathaniel Proctor and Samuel Proctor, the first in his 26th year, and the second in his 23d year, sons of Samuel and Abigail Proctor, were lost at sea in the sloop Thetis, November 23, 1809.

Wreck of the "Cadmus," 1842. — Let us relate the experience of the crew of the CADMUS, of Fairhaven, quoted from the Mercury of Monday, February 13, 1843.

"LOSS OF THE SHIP 'CADMUS,' OF FAIRHAVEN, on a lagoon island in the Pacific Ocean; By J. W. Norton, 1st Officer of said ship. On the night of the 3d of August 1842, as we were steering east with a fine breeze from S. S. W., at 11 P. M., I left the deck in charge of the 2d mate, directing him to have a good look-out kept ahead, which he did. In about half an hour he came down and told the captain there was land in sight, off the lee bow. The captain, myself and the 3rd mate went on deck as quickly as possible, and to our great surprise, found that we were not more

than 20 rods from the breakers. The wheel was put down instantly; but in luffing we discovered breakers off our weather bow also, so that we were completely hemmed in by them. We then put the wheel up, but before the ship could pay off, she struck on a reef near the shore of a small island not laid down on any of our charts. We then let go the topsail, the topgallant halliards, and sprang to the boats. The starboard and waist boats were stove before they could be got clear of the ship. Taking a more favorable opportunity, I succeeded in getting my boat clear of the ship without material injury, with myself and six others in her, and thereby secured the only means of escape from that desolate island. After being in the boat about three hours, I picked up another man, who had been swept by the current as much as two miles from the shore. In the morning I put in towards the ship, and found to my sorrow that she was a complete wreck—all of her spars gone by the board, spare boats stove, her bottom out, and everything out of her, and the remainder of her hull driven up some distance on the reef. Finding a tremendous sea continually breaking over the wreck and reef on which she lay, I did not deem it prudent to attempt a landing at that place, as it was impossible to land without getting the boat stove, and but a small chance for any of us to get on shore without being badly bruised by the sharp coral rocks. I, therefore, pulled round to the lee side of the island and landed upon the reef (which I afterwards found encircled the whole island) and hauled the boat on to the beach which I found to be a very tedious job, as not one of us had a shoe to our feet, and the coral rocks were so sharp as to draw blood at almost every step. After securing the boat we all started for the wreck, a distance of about five miles. We reached it in about two hours when we found the remainder of the crew had got on shore, some of them being badly wounded by the coral, but none had their limbs broken.

The shore was strown with the fragments of trunks, boxes, casks, broken spars, planks, etc., nearly everything being stove except a few casks of bread and flour, and four or five casks of fresh water, the last being very acceptable as the island did not afford any. After having secured everything that we deemed would be of any service to us, we held a consultation upon what was best to be done. We finally concluded to fit the boat as well as we could, and try to find the island of Otaheite. Accordingly, on the 6th, everything being prepared, we put to sea with 30 days' provisions, and a crew consisting of the captain, myself and four others, without a chart, book or any kind of nautical instrument except a boat com-

pass; all of our instruments having gone to pieces with the ship, leaving the rest of the crew on the island.

The reader may judge what were our feelings as we embarked, not knowing whether we should ever reach any place where we could gain assistance. For the first two days, we had a head wind which we supposed might prolong our voyage more than we first expected; consequently we had to reduce our allowance of provisions to a smaller ratio. After the first two days we had the wind S. steering N. N. W., with squalls of wind and rain which kept us constantly wet for two days and nights.

On the 10th, 11th and 12th we had fine weather with light breezes from S. to N. E., steering N. by W. On the 13th we had strong breezes, with a heavy cross sea, which again kept us wet and uncomfortable; at night it was so rugged that we dare not run; we therefore made a floating anchor of two oars and keg of water, and veered them out ahead so as to keep her head to the sea as much as possible. It was so rugged, however, that the sea now rolled in on both sides, threatening to swamp us every minute. Long and tedious were the hours that I watched on that night, and heart sickening the thoughts of our condition. On the morning of the 14th, the weather was more favorable; we made sail and steered to the N. W. whilst some of us were employed in making a jib. I discovered land ahead; we ran near enough to see the natives on the shore but dare not land as we did not know what island it was. We proceeded on steering N. W. On the 15th, judging ourselves far enough to the N., we steered W. On the 16th we again saw land to the north; we veered around and ran for it. At about 10 o'clock we were near enough to see some cocoanut trees; as we could not land on that side of the island on account of the breakers, we prevailed upon a Sandwich Islander whom we had with us, to swim on shore and procure some of the fruit, which he did. On returning he reported that he saw a schooner on the other side of the island. We then went to the lee side of the island, and landed the captain and two men to go in quest of the schooner. They soon returned after ascertaining it was nothing more than a native canoe. As we were shoving off from the shore, one of the natives who followed them down to the boat, said there was a French brig lying at anchor on the opposite side of the island. After much persuasion we got him to come on board and act as pilot in our attempt to find the vessel, but without much hope of succeeding. It was with joyous hearts, therefore, that we hailed the first glimpse of her spars as they peered above

the tops of the cocoanut trees. At 8 p. m. we got alongside and gained the deck with as light hearts as ever beat in the breast of man. On looking at the vessel's charts we found to our great surprise that we were three degrees north of Otaheite and two degrees to the west of where we supposed ourselves to be. The island proved to be Touroa the most northern of the group called the Archipelagos; had we passed this island probably we should never have reached any other as there is none for a long distance on the track which we were steering. The brig belonged to Valderia. We tried to get the captain to carry us to Otaheite, but without success. We purchased of him a sextant and drew off a part of one of his charts, for which we gave the mean Spaniard an order for our boat payable at Tahiti. On the 17th, we again put to sea with a much better prospect of reaching the place of our destination. On the 18th, we had fine weather and light trades; at 3 p. m. we passed another island of the same group; on the 19th we had fine weather, steering to the S. W. At night it came up squally with strong breezes, which again kept us wet all night. At about 12 midnight we saw the long-wished-for land. At 9 a. m. on the 20th we reached the shore of Otaheite after a voyage of 14 days, and sailing one thousand miles in an open boat. Here we met with a kind reception from all. On the 25th the schooner Emerald left Tahiti in quest of the remainder of the crew."

The "Cadmus" of Fairhaven, lost in August 1842, was the vessel in which the patriot Lafayette came to America on his famous visit.

Wreck of the "Mamlouk", 1847.—We find that The Daily Mercury, via the New York Commercial Advertiser, brings us the following:—"The ship Mameluke (alias Mamlouk), 900 tons burthen, built for Warren Delano, Jr. of New York, was launched on Saturday, July 10, 1847, from the shipyard of Perine & Co. of that city."

"LOSS OF SHIP MAMLOUK. Wreck of new ship. 42 lives lost. We regret to announce the wreck of the new ship Mamlouk, Capt. Christianson, which sailed from New York for Liverpool on the 9th of August 1847, and the loss of 35 steerage passengers and seven of the crew, all of whom were washed overboard before assistance reached them. The first injury to the ship occurred on the night of Sunday, August 15. The Mamlouk was lying to in the violent hurricane, under the main spencer and fore-top-mast staysail. At about 10 minutes before 12 o'clock, she was struck

by a heavy squall, and careened so much that the cargo shifted, and she immediately fell upon her beam ends, the weather rail on the quarter deck being within a few feet of the water. The main and mizzen masts were immediately cut away and the ship righted, but the cargo burst open the hatches and floated about, creating much confusion and increasing the impending danger. Within a very short time the vessel filled and she became water-logged, the starboard rail being underwater. In this condition the crew and passengers remained until daylight on the morning of Monday the 16th when the dreadful truth became apparent, that out of 64 souls only 22 remained alive, the others having been washed overboard. Throughout the whole of Monday and Monday night, the storm continued to rage, the sea making a complete breach over the wreck. On Tuesday the sufferers descried a vessel, but the weather continued so stormy that they could not indulge any hope of being aided by her, and night again overtook them in their wretched and dangerous plight. By daylight, on Wednesday morning, however, the same vessel, which proved to be the brig Belize, Capt. James H. Dawes, from Boston, bound to Port au Prince, was seen bearing down to the wreck, the weather having at this time somewhat moderated. Though the attempt to rescue the survivors was still attended with some danger, Capt. Dawes and his officers and crew bent themselves nobly to the task, and the 22 sufferers were safely conveyed on board the Belize. Here their wants were generously provided, and the utmost attention was paid to their weak and almost worn-out condition. Not content with this, Capt. Dawes with an alacrity which redounds to his high praise, immediately altered his course, and brought them all safely to the port of New York. Only one steerage passenger, David Howels, was saved. The steerage passengers occupied the house on deck and were in bed at the time of the disaster. The heavy sea swept this house overboard. The cabin passengers were in bed at the time,and as the ship lay on her beam-ends, they were rescued through one of the windows on the weather side. Thomas Davis, one of the steerage passengers, had with him $24,000 in specie. The ship cost from 60,000 to $70,000, and was insured for $55,000. The disaster took place about 500 miles east of Sandy Hook. The Mamlouk was on her first voyage, and was owned by Warren Delano, Esq."

Wreck of the "Maine," 1848.—"REMEMBER THE MAINE-" That was the cry that echoed and re-echoed throughout the land. It referred to the sinking of our battleship on the night of February

15, 1898, with the loss of 260 men, a disaster that is remembered by many Fairhaven citizens. (The writer has, in scrap-book form, hundreds of cartoons concerning the Spanish-American War.)

Another "Maine" was known to Fairhaven folk about a hundred years ago. In "The Friend," a monthly news sheet, published at Honolulu, Oahu, H. I., under the date of February 1, 1849, we find:- "To James Douglas, Esq., Sir-I have to inform you that my vessel lies a total wreck on the south sands of the Columbia bar, and beg you will have the kindness to represent to the authorities of Oregon the same; and hearing that you were an eye-witness of my signal flag for a pilot, I beg that you will do me the favor of having the circumstances published in the Oregon 'Spectator'. I beg to thank you for the kindness we received from Fort George, which, I understand, was done by your orders, in case the vessel you saw should be wrecked, or require any assistance. My cargo consisted of 1,400 barrels of whale oil, 150 of sperm oil, and 14,000 lbs. of bone—24 months out. (Signed) G. E. Netcher, Late Master of ship 'Maine,' of Fairhaven, Massachusetts. August 25, 1848."

Mr. James Douglas handsomely complied with the captain's request. After Mr. Douglas' statement, "The Friend" printed the following 'Card.' "Mr. Editor, Permit me, through your valuable columns, to return thanks for myself, officers and crew, to the inhabitants of this territory, for the extreme kindness. We landed entirely destitute, from the wreck, and if we had not received hospitality from the settlers, must have suffered much; as it is, we have wanted for nothing that it was in their power to provide, for which we again offer our heartfelt thanks. (Signed) Capt. George E. Netcher, Oregon City, August 31, 1848." (Oregon Spectator.)

From the editorial in "The Friend" we cull the following:- "Wreck of the Maine. We regard the wreck of the whaleship 'Maine' on the night of the 23 ult. (August 1848) upon the 'Sharp spit' at the mouth of the Columbia river as one of the most serious misfortunes which has ever befallen Oregon." We understand that the 'Maine' was one among a number of ships clearing from Fairhaven, Mass., which were directed to enter the mouth of the Columbia for supplies, if practicable." "The first and third mates of the Maine, both intelligent men and able seamen, have consented to remain in Oregon, qualify, and act in the capacity of pilots."

Another Fairhaven item found in "The Friend, is as follows:- "DIED. Taken out of the boat by the line and drowned, August

5, 1849, in the Okhotsk sea, Cyrus J. Robinson, of Fairhaven, a seaman on board the Julian."

Wreck of the "John Rutledge," 1856.—The Oxford residents remember Mr. Thomas W. Nye, the only survivor of the packet ship John Rutledge, of New York, which was abandoned in the Atlantic Ocean on February 19, 1856. Not only do the Oxford inhabitants remember Mr. Nye, but the same generation of Fairhaven Village remembers him also. His harrowing experience was as follows:— The John Rutledge, Capt. J. R. Kelley, was on the way from Liverpool to New York. The mate was writing up the log book when he was hurled half-stunned to the floor. The ship had collided with an iceberg. The last sentence in the log-book was never finished. The Rutledge sprank aleak. Attempts were frantically made to free the ship of inrushing water by manning the pumps. Part of the cargo, made up of salt, iron and crockery, was thrown overboard in an effort to lighten and save the ship. The attempt was futile, and the ship was abandoned about 6 P. M.

There were five large life-boats on board and there were 134 persons to be rescued. Four boats filled with humanity shoved off. The fifth and last containing 13 persons, including Nye, then shoved off, Nye taking the log-book with him. The captain's boat was the only one with a workable compass. Provisions were distributed among the boats. Atkinson, the mate, put his wife in the last boat and before boarding for a final good-bye to the ship, he with the carpenter went back to inspect the pumps. In the meantime the lifeboat was struck by the sea and breaking away, drifted from the ship, leaving the mate and the carpenter with thirty passengers on board the Rutledge. Of the thirteen in the last boat there were four women, one girl, five male passengers, one Scotch sailor, one boatswain and Mr. Nye. The five boats became separated and this last boat found itself off the Banks of Newfoundland, with one gallon of water and a half-dozen pounds of bread, surrounded by drifting ice and no compass.

Tom Nye, about 20 years of age, afterwards known in middle life by hundreds of lads who used to listen to the story as related by our elders, was the only survivor. Let's go back to the first night out.

Night came on. Nye succeeded in getting two or three swallows of water, the rest was drunk by the boatswain and Mrs. Atkinson. The latter, it was reported, reluctantly shared even a drink of water with her companions in the boat. The passengers were

scantily clad and consequently suffered from the cold. They drifted day after day. On the third day one man succumbed, and his body was thrown overboard. Then a woman died in the arms of her husband and little daughter. Her corpse was dropped into the sea. The fourth day dawned without a ray of hope. It was cold. There was no drinking water and very little food. All were about to give up when lo, and behold! A brig hove in sight. What joy! They, with renewed courage, pulled for her and the distance seemed to be diminishing. She seemed not far away. Signals were made that the brig might be sure to see them. Soon, however, she was out of sight. All hope vanished.

In the craze to quench their thirst, they drank salt water against the advice of Mr. Nye. They became delirious, and one by one they grew mad and madder, death slowly overtaking them. Such was the sight witnessed by young Nye. As they died, he cast their bodies into the deep. Nye himself would not drink the salt water, although he did rinse his mouth, but that was all. The boatswain grew delirious and violent, striking Nye when he remonstrated with him, and tried to throw the oars overboard, and within twelve hours after drinking the salt water, died.

On the sixth day there remained alive, besides Nye, a small woman wrapped up in two blankets and a little girl. Before sunset the child died and the woman succumbed the following day. Nye had just strength enough to consign the body of the child to the waves, but the corpse of the woman together with the bodies of three others he was unable to lift.

Drowsiness crept over him. He fastened a red shirt and a white shirt to an oar and hoisted it to attract, perchance, the attention of any passing vessel. Then he curled up in the stern of the boat and dozed for hours, occasionally arousing to bail out the boat, and then to doze again. He did not sleep. The sight of the ghastly bodies of the dead companions overwhelmed him. He thought of the probability of dying in the same delirious manner. If any man ever was game, Thomas W. Nye was the man.

On the 28th of February a ship hove in sight of the lonely boy. He felt that the vessel had espied his signals and was headed for him. That ship was the packet-ship Germania, Capt. Daniel H. Wood, from Havre bound for New York. When Capt. Wood descried the solitary boat, he ordered one of his own quarter boats to be lowered, and sent an officer to see what it contained. As they approached, Nye groaned, "Take me out of this boat." They did,

and rowed back to the waiting ship. Nye was placed in the cabin of the Germania. The decomposed bodies of his companions were thrown into the sea. The boat was half full of water, and the bodies had washed from side to side so that the seats and sides were covered with blood. The boat was about 25 feet in length. Nye's feet were sodden with salt water, and so badly frost-bitten up to his knees that mortification was feared.

There were cows aboard the Germania and Mrs. Wood made poultices of bread and milk and applied them to his legs. Nye was given food and drink in minute quantities at first. His mind seemed bewildered when he recalled the scenes he had witnessed.

Mr. Nye after this careful nursing became a passenger on the propeller Potomska which arrived in New Bedford from New York on Thursday, March 27, 1856. He was then suffering from exhaustion but was bearing up well.

On the 27th of March 1856 Mr. Thomas W. Nye arrived home. Within two days Thomas Nye, Jr., his uncle, in behalf of the family, wrote to Capt. Daniel H. Wood of the Ship Germania as follows:—
"My dear Sir; I have been listening to the touching story of suffering, as it fell from the quivering lips of my nephew. I have followed him from the sinking ship, through the perils of cold, and hunger, through dark and stormy nights. I have seen his companions fall, one after another, until he alone is left, without food, without shelter, no living object presenting itself to him.

The lifeless forms of his fellow voyagers beneath his feet, his strength exhausted, his mind fast yielding to loneliness, despondency and gloom, half dreaming, half waking, lulled by the moaning of the wind and starting at the spray of the sea. No sun, no moon, no stars, all was dark and dreary to him. Almost the last gleam of hope had passed away, when the noble ship came bearing down upon him, bringing to him a HOME. That home of which he speaks, when he tells me of the kindness of yourself and Mrs. Wood.

Placed as he was in your private cabin, clothed from your own wardrobe, and nurtured from the hands of your estimable lady, watched over by yourself as a father would have watched over a suffering child; day after day, and night after night, this kindness and care, came unsolicited to him. All this, and much more, he tells me, of your unbounded kindness and many little incidents of motherly affection from Mrs. Wood, to the suffering, helpless child.

But, sir, the dark cloud has passed away, and sunshine rests once more upon his heart, and he lives to thank you and yours a

thousand times over, and he bids me tell you in his own words, 'That you have saved his life, and that he loves you as he does his father and mother. And that he will bless you so long as he lives.'

His father and mother request me to offer you their heart-felt gratitude for he has told them of your kindly care, and they, too, will in their hearts bless you, and wish you every possible happiness, for they will ever feel that you by your unremitted kindness, have brought back to them their lost child. And his sister, too, who now watches over him, listens to his tale of suffering, and treasures up in her heart every act of disinterested kindness and care, And she, too, says, 'Tell them that I love them, for they have saved MY BROTHER!'

In all this, you will as a sailor, feel that you were only in the line of duty, but as related to me, it is a noble act of humanity. You have done much for this boy that the world can never know. But you will have ample reward in the consciousness of humane and disinterested motives, and that you have placed upon record a precedent of kind and generous feelings, which will not be lost upon the world, and will ever be remembered by the friends of the suffering 'Sailor Boy.' I am very truly, your friend, (Signed) Thos. Nye, Jr."

Mr. Thomas W. Nye lived to be 71 years of age, dying in June, 1905. He was buried in the family lot at the extreme western part of Riverside Cemetery.

Wreck of the "John Milton," 1858.—The clipper ship "John Milton", built in Fairhaven, by Reuben Fish, for E. M. Robinson and others, of New Bedford, was launched at 8:30 on the morning of Saturday, October 7, 1854. This ship was pronounced one of the most beautiful vessels afloat. The painting was done by Charles Allen of this town. The ornamental painting was executed by Purrington and Taber. The launching was witnessed by a large gathering. The "John Milton" was 203½ feet long, the breadth of beam being 39 feet. It had a 24—foot hold, and a tonnage of 1444 tons.

The "John Milton," with Captain Ephraim Harding in charge, left New Bedford on the 8th of December 1856, for San Francisco, arriving there in June 1857. Then he sailed to the Chincha Islands, off Peru, for a cargo of guano. After loading the vessel, he started for his home port. On the 13th of February 1858, he anchored at Hampton Roads. In communicating with the owners, he received instructions to proceed to New York. He then headed the ship for

the sea voyage home. That was the last news from the "John Milton," until the discovery of the wreck off Montauk Point, and the bodies of 12 of her crew. The ship had struck a reef of rocks about five miles west of the Montauk Lighthouse, and all on board perished. The wreckage, including part of the hull, was strewn along the shore. The masts were gone, and the whole deck was swept off by the sea. The only part that held together was the forward part of the ship. It was complete destruction — just one huge and confused pile of masts, spars, yards, sails, rigging — all together in one chaotic mass. There, along the shore, were broken chairs, sofa, tables and bits of other furniture. Three of the ship's boats were found and eleven bodies at first. The captain's desk, a large chest with the logbook, containing the last entry of February 18th, were found. As near as could be ascertained there were 24 persons aboard, including three passengers, and it was thought all perished, fifteen bodies being recovered, leaving nine missing.

Among the missing was a Mr. Edwin Kirtly, a passenger, who made himself known after he learned that the vessel had been wrecked with the loss of all on board. Mr. Kirtly had left the ship at Norfolk, and apparently arrived home safely. In order to obtain more data a letter was written to Mr. Kirtly who replied in a letter dated St. Louis, April 9, 1858 stating there were aboard 26 persons, viz., 14 seamen, 4 boys, 1 carpenter, 1 cook, 1 steward, 3 mates, captain and a son of the captain. Twenty-five bodies were recovered. Mr. Kirtly also stated that two other passengers left the vessel at Hampton Roads, as did he.

In April 1858, a subscription paper was opened at the office of the Mutual Marine Insurance Company of New Bedford, for the purpose of raising a fund for the erection of a monument at East Hampton, L. I., in commemoration of the officers and seamen of the ill-fated ship "John Milton" of whose entire wreck there remained not a single survivor to tell the sad tale.

In a crowded church, a funeral sermon was preached at the burial of the crew of the "John Milton," by Rev. Stephen L. Mershon on February 28th at East Hampton, Long Island, N. Y. The funeral of Capt. Harding was held at the Baptist church at Holmes Hole at 2:30 o'clock on the afternoon of Tuesday, March 23d. The original cost of the "John Milton" on her first voyage was $100,000.

Massacre of the Crew of the "Superior," 1860.—The stories of the various, early shipwrecks, accidents, drownings, etc., together with the miraculous rescue and survival of Thomas Nye of this

town, makes us shudder. Let us now go a step further in our quest of the awful risks that seamen of old assumed.

In the STANDARD of Tuesday, April 2, 1861, we find the following: "Particulars of the Massacre of the Crew of Bark Superior. The Superior made Treasury Island on the 12th of September 1860, and came to anchor there on the same day. On the 13th, 14th and 15th of that month, the crew were employed in wooding and watering, and from the men's statements, were visited by a great number of natives, armed. On Sunday, the 16th, nine of the crew went ashore. The carpenter and two men went to the settlement and were murdered in one of the native huts. The natives then proceeded in canoes and overland, to the ship, and those who came by land fell in with the remaining six close to the beach and murdered them. About 150 natives got on board the vessel, made a rush on the crew who were all on deck, except four who were in bed. Those on deck were immediately tomahawked, only two escaping by jumping down the main hatchway and joining the four below in the forecastle. One of the crew whom I recovered, saw the captain and second mate murdered by a native called "Billy," who has been to Sydney and speaks English well. The Chief Copan was the principal in this dreadful massacre. The six men below being armed with lances, kept the natives from coming down the forecastle, until at last "Billy" told my informant that if they came up, they should not be hurt. At length, therefore, they did so, and were at once surrounded, and by the Chief Copan ordered to be put to death. The Chief America offered to buy three of the men and he persuaded Copan to keep the other three to till the ground. These three, as I have already intimated, I could not recover. The three men on board my vessel say they were well treated by the Chief America, and they tell me that the native "Billy" was at the taking of the schooner Pearl, where I am now at anchor, about 18 months before this happened. It is said that he went over to Treasury Island in the Superior, and had an opportunity of seeing that there were no arms kept; there being only seven old, flint guns, and none of them loaded when the ship was taken. Twenty-six men were butchered in cold blood, amongst them was a poor lad ten years of age, the crew consisting of 32 souls when she anchored. The natives took five boats, with a quantity of cordage and sails which were all cut up, and everything else was destroyed by setting the ship on fire."

Wreck of the "Pavilion," 1863—LOSS OF THE BRIG PAVILION OF FAIRHAVEN, near the island of "God's Mercy."

It was on the 4th of August 1863. The weather was bitterly cold; the brig was cruelly crushed by the ice; the seams of the ship opened and in rushed the water. The members of the crew manned the boats, three in number putting in all the foodstuff they could salvage and landed these necessities on the rocks. There the men remained for eleven days hoping all the while that some means of rescue would be forthcoming. None came, so they started in their boats with the object of getting near a spot, where, perhaps, they might be espied. On the 27th of August they reached Resolution Island where they remained ten days with no better luck than before. They were not sighted. With undaunted courage, they then set out attempting this time to cross Hudson's Strait. A strong wind arose which developed into a gale. The boats were separated and the boat commanded by the third mate was thought to have foundered. On the 9th of September, the boat of the second mate, Mr. Hoxie, landed on the coast of Labrador. Not a single human being was in sight. The place was uninhabited. Then they followed the coast until the 25th when they were sighted by the British bark, Ocean Nymph, from London on the way to Hudson Bay. They were taken aboard. Soon the Captain's boat was sighted. They, too, were taken aboard. The Ocean Nymph landed the crews of both boats at St. Johns on October 27th.

They had been from August 4th to September 25th in their boats, and during that period their only food was ship bread soaked in salt water, and a little pork. The weather was intensely frigid, and the crew suffered greatly. The steward had both feet frozen and was left at the hospital at St. Johns. Some of the men had fingers or toes frozen. Imagine the exhilaration of these mortals as they sat down to a square meal in warm quarters on board the Ocean Nymph! The two boats, one under Capt. Handy and the other in charge of Mr. Hoxie, with their companions, were left at St. Johns to await a vessel with Boston as its destination. That vessel came! In The Daily Mercury, dated New Bedford, November 7, 1863, and signed by H. H. Hoxie we find the following:—"A CARD. The subscriber, second mate of the brig Pavilion, late of Fairhaven, wrecked in the ice in Hudson's strait on the 4th of August last, desires for himself and in behalf of his five shipmates, to acknowledge the generous kindness of those merchants of Boston who at the Merchants' Exchange in that city, on Thursday last, contributed the sum of $90 for the relief of the sufferers."

Wreck of the "Ansel Gibbs," 1872.—We now read of the final chapter of the Ansel Gibbs:-"Bark Ansel Gibbs, Capt. McPherson, on the 19th of October 1872, in a southeast gale, also parted chains and went ashore near the Orray Taft, but the vessel went to pieces almost immediately, the crew escaping, but with only what they stood in. She had on board 550 barrels whale oil and 10,000 pounds of whalebone. Eighty barrels of oil was afterwards picked up and stored on the island and 3,500 pounds of bone were saved and shipped home in schooner Abbie Bradford."

CHAPTER V

Old Stores

In "Old Dartmouth" Town. — Before us rest the records of Benjamin Akin, tanner and currier, who carried on his vocation, at least according to the day-book and ledger, from 1742 to the Revolutionary period. These transactions of nearly two hundred years ago are as legible as the day they were entered into the book. The names of the customers, hundreds of them, mean little to us, but the records show the type of business of those days. The account book is brimming full of records of sales, but in addition to tanning and currying, Mr. Akin sold leather for shoes as well as for pump boxes, and made and repaired all sorts of footwear. Herein are recorded his debtors and the reason for their indebtedness, the transactions being performed in the town of old Dartmouth which, until 1787, included Westport, New Bedford, Acushnet and Fairhaven.

One Jonathan Hussey was a good customer from 1745, and several pages of indebtedness are recorded. In those days, apparently, the creditors did not press for payment, for in 1775 it came time to settle the account which amounted to 43 pounds, 9 shillings and 11 pence. All had been balanced to 1754, but from that date a full and final settlement could not be made as Mr. Akin's books were not posted to date. Hence settlement was postponed until all items had been carried to the ledger.

In attempting to make settlement on July 20, 1759, it was found that Paul Russell could not produce his credit slip for the bark (for tanning) delivered to Mr. Akin. It was remembered by Mr. Akin that the first delivery, which took place in 1757, consisted of a cord and a quarter, and that the second load, which was delivered in 1758, consisted of three quarters of a cord. Instead of making a final settlement, in the absence of the credit slips, they both signed a stipulation that if it were found that Mr. Akin had paid too much, Paul Russell "was to pay back again what it fell short of two cords."

The vocation of tanner and currier was passed on from generation to generation in this wise: — In October 1750, Mr. Benjamin Akin charged thirty pounds for teaching Walter Taber the art, trade and mysteries of currying.

We glean the following detached items from the account book: —"In 1755 George Cadman, Grammar schoolmaster, is to have

twenty-four pounds per year, and to be paid once a quarter." A notation in the book runs thus: — "1755 — The great earthquake, the first that ever I heard, being the 18th day of November, at 4 of the clock in the morning, and lasted for the space of 4 or 5 minutes." Numerous earthquakes and earthquake waves were experienced during the same month throughout Europe and America. Again, "On March 27, 1758 John Simon, Indian, bought for 10 shillings, 3½ yards of broadcloth." In April 1759 James Smith was a debtor to one ticket in the York lottery, and on July 6th he purchased a second ticket, each at a price of 4 pounds.

When we read in local history that William Wood deeded to Elnathan Eldredge a tract of six acres at the Point nearly 190 years ago, it seems in the dim past, but when we peruse a ledger of accounts kept by a creditor storekeeper, finding accounts of these two gentlemen and scores of others, with the various items for which they became debtors, it seems as if they were doing their trading today. That particular ledger kept by Bartholomew Akin is before me, and I note that William Wood was debtor for provisions, oars, labor, etc., transactions of 1784, 1785 and 1787. No settlement is recorded. Elnathan Eldredge in 1776 purchased window frames, labor, linseed oil, etc., amounting to 39 pounds, 5 shillings and 8½ pence. This was paid in cash, two payment in 1776, and two in 1777.

We find on page 65 the name of Eleazer Allen, who came to Oxford in the Revolutionary days. His occupation was boat-building which trade was followed by four generations, Eleazer, Bartlett, James M. and James M. Allen Jr., the latter dying in 1915. Eleazer in 1788 started an account running through 1793, amounting to 31 pounds, 14 shillings and 9 pence. He partly settled with a boat and a barrel of fish. The account was completely settled in April 1797.

We return to Oxford leaving Main street, turning west through Oxford street until we reach the wharf near which ships were built and to which ships were tied. On the north was the store and on the south was the common. Near the old wharf Elnathan Eldredge & Co. had a store of West India goods, groceries, etc. from 1765 to 1780.

Being guided by a map preserved at the Millicent Library, drawn in 1791, or 26 years after Oxford was founded, we find very exactly where lived Thomas Nye (1777), Seth Tobey (1776), Joseph Whitfield (1788), Peleg Huttlestone (1786), Reuben Jenne (1792), Benjamin Tilson (1782), Lewis Taber (1778), Joseph Bennett

(1787), Cornal Wilkey (1789), and others. We mention these for they are no longer mere names but living personalities, going in and out of the headquarters of Bartholomew Akin, making purchases and paying bills at his place of business. The dates after the names signify the time when they began to be debtors of Mr. Akin.

Peleg Huttlestone, it would appear, began to make purchases here in 1786, settling for his indebtedness in 1788. The next entry appeared in 1794 and continued until 1797 when the bill was paid in full. He purchased lumber, provisions, oars, iron hoops, etc. For Peleg Huttlestone, Mr. Akin worked 3½ days on Sloop "Success" receiving 15 shillings and 9 pence.

We learn that a new schoolhouse became a debtor to Mr. Akin in the year 1802. Boys were boys then, for he was employed again and again setting squares of glass in this institution of learning. A note at the end of the account reads: — "1819 — I have gone all over this bill and as near as I can find it stands, there is due the schoolhouse $6.34." In the year 1807 Mr. Akin received of Thomas Clark $40.00 for 2½ years rent. Bartholomew Akin furnishes coffins. One to John West in February 1778 for his son Stephen. On September 18th, he purchased one for himself, and on March 25, 1781, he bought one for his wife. Each coffin cost 10 shillings and 8 pence.

Mr. Akin furnished provisions for, or worked on, the following sea-going vessels: — Schooners; Polly (1787), Lydia (1789), Isaac (1787), Ruth (1786), Friendship (1788), Diana (1795), Seaflower (1787), Abigail (1793), Lively (1796), Adventure (1777), George (1785), Rainbow (1794), Huldy (1788).

Mr. Akin provisioned, or worked on, the following sloops: Silva (1788), Betty (1786), Jenne (1789), Oxford (1802), Dartmouth (1795), Neptune (1778), Delight (1777), Freedom (1774), and the Providence (1777).

Then there were the Speedwell (1785), the Brig Triton (1785), the Brig Hamilton (1777), and the Ships Columbia (1796) and President (1799).

Besides those mentioned above, Mr. Akin enjoyed the trade of the following: — Samuel Perry, Doctor, (1786); Bartholomew West, from 1782 to 1788; John Alden from 1780 to 1794; Isaac Drew, 1791; Isaac Terry, 1781; Robert Bennett 1786; Abner Pease 1800; Capt. William Taber 1786; Capt. Henry Jenne 1789; Zeruiah Wood

1776; Mr. Wood purchased a coffin for his father in 1778, costing 3 pounds.

At the head of one ledger account, we find the name, many times commented upon in local history, of "Yet Seth Pope". This account which began in 1785 was balanced in 1788. In 1792 a new account began, headed "Seth Pope Yet." On February 1, 1808 the account was settled.

In 1817, Seth Stevens, the Second, bought a coffin for his wife at a cost of 3 dollars. In October 1783 Abner Howard purchased a coffin for his father costing 13 shillings.

Rum, including West India rum, was a commodity purchased by many customers whose names appear in the account book which had accounts recorded until 1821.

In another ledger of a business house we find the names and accounts, among others, of Ephraim Pope, Capt. John Alden, Mr. Yet Set Pope, Capt. Seth Alden, Capt. Asa Swift, Capt. Seth Delano, Capt. Obed Freeman, Capt. Warren Delano, Hardy E. Hitch, Lot Besse, Ebenezer Delano, Dr. Jeremiah Miller, Rufus Allen, Jr., Amos Rogers and John Taber.

The town of Fairhaven was a debtor — the first entry being — To one gallon N. E. Rum, .70. Further purchases of the same NECESSITY were made by town officials. The date of these transactions was from 1819 to 1828.

Among these transactions we note the following prices:—Butter, 25 cents per pound; Sugar, 15 cents per pound; W. I. Rum, 17 cents per pint; N. E. Rum, 54 cents per gallon; Snuff, 40 cents per pound; Coffee, 30 cents per pound; Flour, $8.00 per barrel; Gin, 23 cents per quart; Eggs, 12 cents per dozen; Tea, 75 cents per pound. One customer, not mentioned above, made 42 purchases of rum and gin.

In still another set of bookkeeping books, overflowing with information of those days, kept during the Revolutionary days, we find the names of scores of sloops, schooners and brigs. Among many customers we note the names of Isaac Drew, Peleg Huddlestone, William Wood, Zeruiah Wood, Levin Stott and Daniel Egery.

In Oxford Village. — Beginning in 1816, the store at the northwest corner and Main and Oxford streets was conducted by John Howland & Co., and continued for more than twenty years. Then, under the date of 1840, we find that Bartholomew Taber & Son

(Joseph B. Taber) formed a partnership, succeeding John Howland & Co. Under the date of March 12, 1861, the Standard carried this notice:

"NOTICE. The copartnership heretofore existing between Bartholomew Taber and Joseph B. Taber, under the name of Bartholomew Taber & Son, terminated in consequence of the death of Bartholomew Taber, on the first day of January 1861. The affairs of the late firm will be settled by the remaining partner. (Signed) Joseph B. Taber. N.B. All persons indebted to the late firm are particularly requested to call and settle the same."

This store was conducted by Joseph B. Taber for thirteen years. This, with the number of years he was a member of the firm of Bartholomew Taber & Son, shows that he was an active groceryman at Oxford Village for a period of thirty-four years. Under the date of September 14, 1874, we read:

"CHANGE OF FIRM. Having leased the store, No. 274 Main street, Fairhaven (occupied by me for the past thirty years as a first-class grocery and provision store) to Asa Dunham, Esq., of New Bedford, I take this opportunity of thanking my numerous friends and patrons for their many kind favors during the years that we have dealt together, and I regret that my health at present will not permit me to serve you longer. I recommend to you my successor, Mr. Dunham, and trust that you will in the future extend to him the same liberal patronage which in the past you have so generously bestowed upon me. All who are indebted to me will confer a favor by settling their accounts as soon as possible, either with Mr. Gidley at the store or with me at my house. (Signed) Joseph B. Taber. Fairhaven, September 14, 1874."

The press comment was as follows: "BUSINESS. Mr. Asa Dunham, of New Bedford, has leased the store, No. 274 Main street, Fairhaven, and will continue the grocery and provision business which has been heretofore conducted by Mr. Joseph B. Taber. Tuesday, September 29, 1874."

Mr. Taber lived for ten years after retiring from the grocery business, dying on May 26, 1884, aged 76.

Under the date of Tuesday, February 1, 1876, the Standard states: "SUDDEN DEATH. Asa Dunham, of this city, who has lately been keeping a grocery store at Oxford Village, Fairhaven, was taken with a fit while returning to this city early last evening in

his wagon. He was taken to his home, 24 Ash street, and died about one o'clock this morning, in his 58th year."

About two months thereafter the Standard stated: "R. Washburn has leased the store formerly occupied by the late Asa Dunham, corner of Main and Oxford streets, Oxford Village, Fairhaven. A good stock of Flour, Grain, and Family Groceries will be kept to suit customers. We ask a share of patronage. April 11, 1876."

Under the date of Friday, July 27, 1877, the Standard continues: "ICE CREAM. The polite and accommodating Mr. Reuel Washburn has opened an Ice Cream saloon at Oxford Village, and will succeed, if attention to the wants of customers will command success."

Mr. Reuel Washburn was burned out in February 1878, described as follows: "FIRE. About 11½ o'clock Saturday evening (February 9, 1878), the grocery store of Reul Washburn, at the northwest corner of Main and Oxford street, Oxford Village, Fairhaven, was discovered to be on fire, and though the flames were promptly extinguished by Relief Engine, No. 5, before they had time to find vent, the inside of the building, was considerably burned, and the stock was badly damaged by water and smoke. The building appeared to have been set on fire in two places, probably by some person who concealed himself inside when it was closed for the night. A room upstairs was occupied for lodgings by Mr. Washburn's son except on Saturday nights, and the incendiary was probably aware of this fact. The stock was insured for $1,200, and furniture up-stairs for $300, in the Merchants' and Farmers' Mutual Fire Insurance Co. of Worcester, through I. S. Cornish. The building is the property of Joseph B. Taber, who for many years has kept the store."

In the same journal, under the date of February 18, 1878, we find: "GROCERIES, etc., at auction. Will be sold by public auction, on Thursday, February 21, at 10 o'clock, A.M., at the store of Reuel Washburn, at Oxford Village, Fairhaven, a lot of groceries, woodenware, tinware, earthenware, etc. (Signed) George H. Taber, Auctioneer."

Under the date of March 6, 1878 the Standard continued. "REPAIRING. The store in Oxford Village, owned by Capt. Joseph Taber, which was recently damaged by fire, is thoroughly repaired and is soon to be occupied by Mr. Frank Wilde of Fairhaven, who will conduct the grocery business there." Mr. Wilde was an adver-

tiser in the first volume of the STAR, as follows: "GROCERIES, Provisions, Corn, Meal, Salt Meats, Vegetables, Crockery, etc. Goods delivered in any part of the town. (Signed) H. F. Wilde. Cor. Main and Oxford streets, Oxford Village, Fairhaven. March 22, 1879." This store was continued by a son, Lorenzo Frank Wilde who died on November 11, 1942.

Thus seems to end the century-and-a-quarter history of the store on the northwest corner of North Main and Oxford streets.

In Fairhaven Village. — Coalitions of grocers and marketmen were in existence three score years ago, as the following discloses: "NOTICE. We, the undersigned, do hereby agree to close our places of business every evening at eight o'clock (Saturday excepted), from December 15, 1873, to April 1, 1874. (Signed) Whiting & Lewis, Obed F. Hitch, Williams & Sisson, K. S. & S. H. Eldredge, Joseph Millett, Jas. S. Robinson, Alfred Nye, S. S. Swift & Co., Fairhaven, December 11, 1873."

For the sake of record, let us review the locations of these business houses. Whiting & Lewis conducted a meat market in the building which stood on the north side of Center street, second door east of Phoenix Block. At this some store Mr. Whiting entered the employ of Sumner D. Snow as clerk in 1865. Under the date of November 1, 1867, we read:

"FAIRHAVEN AHEAD. In the window of S. D. Snow's market may be seen two squashes weighing, one 118 pounds, the other 114 pounds, raised by J. G. Card, of Fairhaven." Under the date of January 22, 1868, The Standard states: "HANDSOME BEEF. Mr. Sumner D. Snow has at his market in Fairhaven, a pair of oxen fatted in Little Compton, which dressed off more than 2,500 pounds." In 1869 Mr. Whiting and Obed Lewis assumed charge, and under the date of February 14, 1873, we read: "*Ye People of Fairhaven.* All lovers of a good dinner will do well by leaving their orders at Whiting & Lewis', 42 Center street, Fairhaven, from which place all orders will be delivered free of charge."

Whiting & Lewis entered into partnership along other lines about this time. Mr. Elisha S. Whiting and Sarah F., daughter of A. D. Bourne, were married by Rev. A. S. Walker, on October 7, 1869. "In Fairhaven, 9th inst. April, 1871, Ella G., daughter of Elisha S. and Sarah Whiting, 11 months, 19 days. Funeral tomorrow, April 11th, at 2 P. M. at No. 5 Privilege street." Mr. Obed B. Lewis, of Fairhaven, and Miss Charlotte A. Case, of New Bedford, were married on March 10, 1870. W. & L. advertise as follows: "Pass

in your orders for your dinner tomorrow, to Whiting & Lewis, 42 Center street, Fairhaven, Mass. The choicest bits and vegetables in their season. Our aim is to please all our patrons." July 20, 1872.

After the firm of Whiting & Lewis had been in existence about half a decade, the following was published: "COPARTNERSHIP NOTICE. The copartnership, under the title of Whiting & Lewis, is this day dissolved by mutual consent. Parties owing the above firm, or those having demands are requested to make settlement. (Signed) E. S. Whiting, O. B. Lewis, Fairhaven, February 24, 1874." "E. S. Whiting will continue the business at the old stand, No. 42 Center street."

Evidently Mr. Lewis had decided to try his fortune in a larger field, for under the date of February 28, 1874, we read: *"Obed F. Lewis* has taken the old stand of Thomas Caswell, No. 80 Purchase street, where he will continue the business of marketing meat, poultry and vegetables; with strict attention to business he hopes to please all who may purchase of him. Goods delivered to any part of the city free of expense."

Here, however, Mr. Lewis did not long tarry. Under the date of April 1, 1876, we read: "A CARD. I have this day purchased of Obed B. Lewis, the Novelty Market, 78 Purchase street, where, with close attention to the wants of the old customers and the public in general, I solicit your patronage. (Signed) Charles H. Wood."

Within our remembrance Obed F. Hitch, one of the coalition mentioned above, was carrying on the grocery business in Phoenix Block. Before that period we find that the partnership of William F. Howland and Fred M. Fuller had been dissolved. Mr. Fuller conducted the grocery store on Main street in the store in which the front part was the former ice cream parlor of the Browne Pharmacy, the office and store room of which, making up the remainder of the grocery store area in addition to a portion that opened to the north and was directly east of the old-time meat market (now the Ideal Fish Market), and opened into the Phoenix Block yard on the east. Mr. Fuller was appointed justice of the peace for the county in April, 1870. He sold his dwelling house to Russell Hathaway in June, 1873, for $2,000, and his grocery business to Obed F. Hitch in 1872. Mr. Hitch conducted this store about a decade, removing to Falmouth. He lived in the house directly north of the Methodist church building, recently burned.

The mention of the name of Fred Fuller brings forth still further events of the day: "CRYSTAL WEDDING. The fifteenth

anniversary of the marriage of Mr. and Mrs. Fuller, of Fairhaven, was duly observed last evening, Monday (April 17, 1871). About thirty couples were present, and all were 'fuller' of enjoyment than they have been for a long time. There were many elegant and useful presents of glassware."

"PERSONAL. Mr. Frederick M. Fuller, of Peabody, formerly of Fairhaven, has been appointed agent of the Fall River railroad in Fall River, and has entered upon his duties there today." February 29, 1876.

"Mr. Frederick M. Fuller, formerly of Fairhaven, but of late ticket agent of the Fall River railroad at the station in Fall River, died suddenly in that city yesterday, (Sunday, May 21, 1876), of paralysis of the heart. He was about 45 years old (44-8) and leaves a family. Funeral at the residence of his mother, 53 William street, Fairhaven, Tuesday, at 2 P. M."

Williams & Sisson carried on the grocery business where the Center street bakery is now located. Indeed that place has been the home of a number of business houses. We mention a few, the last one opening here more than 50 years ago. The number then was 43 Center street. George F. Tripp, Jones & Sears, Sears & Barlow, Williams & Sisson, Leavitt & Taber, J. W. L. Hillman, Jotham Goodnow, S. S. Bumpus.

Charles F. Williams, son of Frederick Williams, of Chestnut street, died on October 10, 1889, in his 37th year. Frank W. Sisson and Etta M. Westgate were married March 4, 1873.

K. S. & S. H. Eldredge were at this time proprietors of a grocery store located on the first floor of the Fountain Hall building, still standing. Here they remained until 1883, when they removed to the store vacated by Job H. Wilcox, who succeeded E. A. Bates in 1882, who succeeded Obed Hitch in 1881, who succeeded Fred M. Fuller in 1872.

"Mr. Samuel H. Eldredge, one of Fairhaven's oldest residents, died at his residence on William street on Monday, January 14, 1895, after a month's illness, of la grippe. Mr. Eldredge was born in this town, in the year 1807, and after attending the public schools, entered the employ of his father, a cooper, who carried on business at the foot of Eldredge's lane. A few years later, when Mr. Eldredge's father retired from the business, he, with his brother, the late Kelley S. Eldredge, continued to carry on the business at the old stand. Later Mr. Eldredge purchased an interest in a store in Fall River, but after carrying on the business for about four years he returned to Fair-

haven, and with his brother, purchased the Union Grocery Store of Herbert Damon, in the building now occupied by Forrest & Long, tinsmiths. He carried on business here for several years when this firm, known as Elbridge Bros., bought out the store owned and conducted by Obed Hitch, now occupied by H. D. Burke & Co. They carried on the business here until a few years ago, when they sold out to Messrs. Burke & Co." all found in The Fairhaven Star of January 19, 1895.

Mr. Eldredge, it was said, was the only person on William street who lived in the house he built. In this house, if we mistake not, Mr. Norman M. Paull was born. The house was removed at the time that the Fuller house was renovated.

Mr. Samuel H. Eldredge, of Fairhaven, and Miss Eunice M. Bassett of New Bedford, were married on March 17, 1829. Mrs. Eunice, wife of Samuel H. Eldredge, died in Fairhaven on Christmas Day in 1851, aged 44. Mr. Kelley S. Eldredge died in 1891.

Joseph Millett, who had been in business for thirty years, was proprietor of a meat market located in the ell appended to Phoenix Block on the north. Many remember that his business was purchased by Joseph B. Peck sixty years ago. This ell was an afterthought, and did not belong to the original renovation of the old church for business purposes. Under the date of November, 1858, we find this statement: "The Phoenix Hall Association contemplates an extension of their building to accommodate another store on the lower floor and office on the second. The first floor now has four stores, postoffice, and hairdresser's room." The Phoenix Hall annex was built, one-story, and here, at the time that the notice was signed, Joseph Millett was in business.

James S. Robinson was carrying on the grocery business at the old stand of Rufus Allen at the northwest corner of Middle and Union streets. The complete day books of the store for six years, from 1871 to 1876, inclusive, are before us.

Alfred Nye was proprietor of a grocery store located in the basement of the house at the south west corner of Washington and Main streets, opening for the first time on March 4, 1857.

S. S. Swift & Co. at this time was conducting a grocery store at the southwest corner of Main and Bridge streets.

Old Stand of Rufus Allen. — Middle and Water streets were, in the early days, the locations of most of the stores of Fairhaven village. On the northwest corner of Middle and Union streets

stands one of the oldest houses in town. In the basement of this house, with the entrance on Union street, was a store which was open to the public for many years. As one entered, through the double doorway with glass in the upper portion of the doors, now hidden from the passers-by by wooden storm doors, he could espy on the west and north walls the ancient shelves, counter, running north and south, and bins where the merchandise of those days was displayed. The old-type, high desk of counting-house design stood on the west side, with the office cushioned armchair nearby. The books of the customers together with the day-book, ledger, etc. of the proprietor, were in the alcoves of the old desk.

When was all this? All within the memory of some of Fairhaven's old gentlemen. James S. Robinson was proprietor. Capt. Robinson, as we well remember, lived for years in the house directly opposite the old Savings Bank. There were Harriet, his third wife, and five children, viz., James S., Jr., (Tootle) Anna, Girard, Mary and Thomas.

Early in August 1941, we inquired of Mr. Walter F. Beetle, now in active business although then 84 years of age, whether he was clerk or bookkeeper for James S. Robinson at this very store under consideration. Under the date of August 18th, Mr. Beetle wrote that due to a four-day visit to Fairhaven, the answer to my inquiry had been delayed. Mr. Beetle continued. — "Yes, I kept books for Capt. Robinson but cannot give the exact date, but will say that I was attending the high school at that time; must have been about 1874. While in Fairhaven, have shown my friends from Pittsburg, Pa., the Birds, the old desk which one can see through the window."

If Mr. Beetle peered through the window (southwest) only, little did he dream that in the right hand compartment of that desk, very near that window, there had stood since that period, 67 years ago, the very ledger into which he, a boy of 17, carried the accounts of the customers, nearly all of whom have long since passed away. This ledger of 550 pages, has on the flyleaf this: "Walter F. Beetle, Fairhaven, December 15, '74." Mr. Beetle's estimate of the year was absolutely correct.

Fairhaven Drug Stores, etc. — Forty-five years ago there was issued a four-page folder headed: "Banquet Hall, Fairhaven, Monday Evening, April 8, 1901." Its purpose was to set before the people this announcement: "AKIN CLASS. Musicale and Social, Phoenix Orchestra, Akin Class Chorus. Male Quartette. Soloists:

Harold E. Reynolds, Baritone; Dr. William C. Macy, Bass. Ice-cream, Cake and Home-made Candy for sale."

The remainder of the folder was taken up by the printed program of the evening and the advertisements of various Fairhaven stores and business houses. Although the year 1901 was comparatively recent, note the number of proprietors and persons who are not living today. The Fairhaven Institution for Savings advertised under the names of George H. Taber, president; C. D. Hunt, vice-president; C. H. Morton, treasurer. J. A. Orton & Co., Undertakers and Embalmers, 60 Main street; E. W. Forrest, Stoves & Ranges, Plumber, Tin and Sheet Iron Worker, No. 71 Main street; A. L. Braley, Newport Bicycles, Repairing and Sundries; Fresh Cream Cakes, Fairhaven Bakery; NOTICE! A fine line of Stationery at S. P. & S. H. Wilcox's two stores; H. L. Wilson, Groceries, Grain and Hay, Bridge street; J. C. Tripp, Insurance, Real Estate, Coal; Nice Large Oysters for 30 cents, Lawton's Fish Market, 52 Middle street; High Grade Groceries, S. S. Bumpus, 41 Center street; Artistic Paper Hangings, Herman H. Hathaway, 133 Main street; Choice Meats and Vegetables, E. S. Whiting, 42 Center street; C. F. Delano, Plumbing, Tinning and Heating, Shoe Factory Building; Good Printing, Eagle Printing Co., 39 Green street; H. L. Card, Ice-cream and Sherbets, Phoenix Block; Bicycle Shoes, Dahl's, 40 Center street. Last but not least, we note the picture and verses contributed by Levi M. Snow, Phoenix Block, as the first on the list of advertisers. He wrote: "Go to Snow's and then you'll find, Medicines of every kind; Cures for all your pains and aches. Coughs and colds and La Grippe shakes."

In the year 1900, renovations of the Drug Store, northeast corner of Main and Center streets, took place. The two entrances, one on Main and the other on Center street, were forever closed, the doorway on the corner being installed instead. During the renovation, the old front windows, through which you and I have many a time peered within to view the large glass receptacles or containers, filled to the brim with brilliantly colored liquid, the sign of the ancient Drug Stores, were taken out. These windows are still in existence, doing splendid service in a small workshop which the writer enters from time to time.

The old meeting house itself received renovations in 1853. Up it skyward went, taking a quarter turn, landing a bit nearer the corner with stores, to be let, beneath. Since that date this store at the

Four Corners, now developed into a modern pharmacy, has had several proprietors.

Perhaps a summary of Fairhaven Drug Stores will be appreciated. Before the advent of the modern drug store, drugs and medicines were dispensed by the local physicians. Dr. Mayhew, physician and surgeon, advertised on May 25, 1826, to do this.

Under the date of December 3, 1830, we find that Doctors Miller and Shaw advertised sales at their Apothecary Shop. Under the date of March 14, 1842, an advertisement in part read: "THIS DAY OPENED IN FAIRHAVEN, a new Drug and Chemical Store," etc. (Signed) Z. S. Sampson, Main street, Fairhaven. This might have been the apothecary shop which stood immediately north of Fountain Hall. The building now stands in Center street, and after having had many occupants, became the headquarters of Days' Electric Shop.

Under the date of February 3, 1853, Mr. F. W. K. Nye advertised: "NEW DRUG STORE IN FAIRHAVEN," his, being the former shop of Dr. Jeremiah Miller, on Union street. Dr. Miller died June 5, 1852, aged 64. The stores in Phoenix Block now being ready for occupancy, the block having been dedicated in September, 1853, Mr. F. W. K. Nye, as a druggist, evidently considered a change of business location advisable, for in April, 1854, he was located in the Phoenix Block.

Fairchild & Taber next were proprietors, and after them came James I. Church, in 1855, selling out to his clerk (for ten years) Levi M. Snow, in 1876. Then on January 1, 1910, the Browne Pharmacy succeeded Mr. Snow, who died in 1915, in his 74th year.

At least two drug stores we have omitted, namely that established by Mr. Fred L. Breed, at 58 Main street, in July 1899, and another in the Richmond Block in 1860, owned and conducted by Horatio W. Richmond. Mr. Richmond was conducting business in Fairhaven in 1851, perhaps earlier, possibly in the store vacated by Mr. Sampson.

When Mr. Church sold his Drug Store to Mr. Snow, he left in the back shop a half ounce bottle of oil labelled, "Five thousand dollars worth of Oil." It still remains there (May 1880). The oil was all that Mr. Church received from a $5,000 investment in oil stocks at the time of the old-well mania.

Early Merchants Advertised. — In the Star of 1879, during the first year of its existence, we find the following townfolk advertising:

Eben Akin, Jr., Pekin Ducks' Eggs; Bisbee Bros., Cigars, Tobacco, Pipes, Billiards, Pool, Peanuts, Lessons on Violin and Banjo; A. D. Bourne, Tomato Plants; Henry L. Card, Oysters, Papers, Candy, Cigars; Centennial Shoe Store, Cor. Union and Water streets; Jabez Delano, Jr., Picture Frames; Eldredge Bros., Groceries; John G. Ellis, Groceries; Obed F. Hitch, Groceries; Charles A. Johnson, Plumber, Steam Fitter, Tin and Sheet Iron Worker; Leavitt & Taber, Groceries; Joseph Millett, Meat Market; Robinson's Alopecial Hair Dressing Room; Roland Smith, Horse Shoer; L. H. Stoddard, Harris' Tea; S. S. Swift & Co., Groceries; B. Taber & Sons, Ship and Sign Painters; E. T. Taber, Strawberry Plants; James Taber, Fish Market, Mill Bridge; James H. Taber, Fairhaven Express; Tappan's Real Estate Agency; James D. Vaughan & Son, Upholsterers; E. S. Whiting, Meat Market; Mrs. A. P. Willcox, Dry Goods; H. F. Wilde, Groceries; Tappan & Co., Lamps, Chimneys, Wicks; L. M. Snow, Druggist; Seth E. Stevens, Meat Cart.

CHAPTER VI

Early Industries

Straw Hats. — The manufacture of straw hats and bonnets began in 1801. It became impossible to purchase imported bonnets, and necessity caused the lady to manufacture one for herself. This industry flourished in Wrentham, Franklin, Medway, Walpole, Bellingham, Sharon and Foxboro, all in Norfolk County, then filtering into Bristol County, and locally centering at Oxford Village. The Oxford industry must have been the first, or one of the first of its kind in Bristol County, for Bartholomew Taber, continuing the trade established by others, was advertising for an apprentice to the straw hat making industry more than a century and a quarter ago.

Comb Manufactory. — More than a hundred years ago the following advertisement appeared: — "TO TANNERS. The subscriber having recently established a COMB MANUFACTORY in Oxford Village (Fairhaven), wishes to purchase all the neat's Horns that may be taken off in this vicinity, for which he will pay the highest price in cash. Any person having a quantity of HORNS on hand to dispose of, by directing a line to the subscriber, will receive immediate attention. (Signed). Levi Barnard, Fairhaven, January 4, 1821."

Candle Making. — The manufacture of spermaceti candles began, on a small scale, prior to the Revolutionary War. Fairhaven entered upon the candle-making business more than a century ago. Two buildings, of stone construction, were, in our boyhood days, pointed out as homes of this industry: one of these still standing on Fort street, was afterwards occupied by the American Nail Machine Company; the other stood, until 1896, at the head of Middle street, north of Washington street. An interesting pack of letters, dated 1833, 1835, etc., addressed to Capt. Jabez Delano who occupied the latter building, pertaining to the purchase and sale of oil and candles, has been in our possession for nearly sixty years.

Mr. Lewis S. Judd was treasurer of the New Bedford Candle Company, in 1866. Hervey Tripp was agent. On Friday, August 29, 1866, Judd & Bartlett commenced the manufacture of paraffine candles on Water street, Fairhaven, in the building vacated by Albert Sawin, under the name of New Bedford & Ohio Oil and

Candle Company. In 1871, Judd, Allen, & Bartlett manufactured paraffine candles in the Sawin building. This building now stands on the north side of Union wharf. Mr. Judd died in April, 1898, aged 70.

Brass Foundries. — Research forces the past to divulge its secrets. Some time ago we learned that Joseph W. Webb, who advertised under the date of July 18, 1832, had established the Brass Founding and Coppersmith Business in the south part of Fairhaven. Some may recall the Brass Foundry that stood on the property of J. P. Winslow, on Main street, north of the residence of William F. Nye, and on the same side of the street. This was about seventy-five years ago.

The Standard gives us, under the date of Friday, March 20, 1874, the following: — "THE OLD BRASS FOUNDRY BUILDING, in Fairhaven, has for a number of years been occupied in part by the railroad company for making the brass castings used by the Fairhaven Branch and New Bedford railroads, and since the consolidation of the Roads to Mansfield that class of work for the whole line is transferred to this foundry, and it is not improbable that the castings for the Boston, Clinton and Fitchburg Road may be made here, thus considerably reviving the old business. The building is of stone, and adjoins the shops of the Railroad Company." This was probably the copper and brass foundry of Nathan Church.

The Cotton Mill. — The original foundry building on the northeast corner of Laurel and Union streets was built in 1843 and used for a Cotton Mill. Fish and Robinson's lumber yard was at the southwest corner of Chestnut and Center streets with the office at the southeast corner of Center and Laurel streets.

In the Standard of June 28, 1850 we read: — *"The Cotton Factory* in Fairhaven closed last week." Fourteen years after its construction this building was for sale, being advertised as follows: — "COTTON MILL AT AUCTION. April 30, 1857, at 2 P. M., on the premises, if not sold at private sale. Acushnet Mill with machinery — 2,000 spindles, 42 wide iron looms, etc. Nearly new. All the machinery usually found in a cotton mill for immediate use. Inquire of Wilson Pope."

Granular Fuel Mills. — In 1858, Capt. Isaiah West manufactured and sold Granular Fuel at the mills, corner of Main and Bridge streets. Twelve bushels of this fuel were sold for one dollar. It served for kindling coal fires and for summer use, being

cut into pieces not in excess of four inches in length and used in place of charcoal.

The Granular Fuel Mill was sold at auction on February 11, 1861, the owner being about to leave town.

Center Street Cooper Shop. — In the early days, every whaling port had its cooper shops. These, for the most part, were located near the water, e. g., the one on the Old South wharf in which Fairhaven's first newspaper was published; another north of Eldredge lane; others on Union wharf and on Water street, and still others inland. Here is one of the last-mentioned type.

Many can visualize the building which stood on the south side of Center street, between William and Walnut streets, and recall that Dr. George Atwood used it as one of his several barns. This building belonged, a century ago, to the A. Swift estate, and Dr. Atwood married Miss Henrietta E. Swift, daughter of Asa Swift, in 1855.

But before our remembrance, this building was a cooper shop as we note by the following: — "COPARTNERSHIP. The subscribers, having entered into copartnership under the firm and style of Hatch & Allen, take this opportunity to inform the public that they have taken the Cooper's Shop on Center street, formerly occupied by the late Franklin Hatch, where they are prepared to carry on the Coopering Business, and a share of patronage is solicited, for which they will feel grateful. (Signed) Henry F. Hatch, William W. Allen. Fairhaven, July 6, 1858." Franklin Hatch died in Fairhaven on April 6, 1858 aged 46. Henry F. Hatch died in May, 1914, aged 76.

Cotton Mill Becomes Iron Works. — Through the efforts of Horace Scott, the superintendent of the Fairhaven Branch Railroad, a large iron foundry, under the name of The Boston and Fairhaven Iron Works, was established in 1862.

With additions to the Cotton Mill, the dimensions of the Iron Works became 192 feet by 120 feet.

Under the date of Tuesday, April 26, 1864 the Mercury printed the following: — "AT WORK. The Fairhaven Iron Works went into operation last Tuesday, and have turned out some very handsome work. The establishment is admirably designed, and promises to be a complete success. There is work enough engaged to keep twenty-five men busy for six months to come."

Thus about seventy-five years ago, and more, The Boston and Fairhaven Iron Works occupied the southern half of the square bounded by Center, Laurel, Union and Chestnut streets.

Oil Companies. — Oil companies were springing up like mushrooms. In 1861, "The Fairhaven Rock Oil Company" erected a building near Caesar's Hill for the purpose of refining oil. Under the date of April 6, 1861, we find: "PETROLEUM. The Fairhaven Rock Oil Company manufacture from the oil wells of Pennsylvania, Superior Illuminating Oil. It is not explosive, gives out no offensive odor, is the cheapest and most powerful Illuminator now in use. It burns in all kinds of kerosene and coal oil lamps. Orders promptly executed. Fairhaven Rock Oil Company."

Under the advertisement of November 7, 1862, we read that "The Fairhaven Rock Oil Company, on leased land, was for sale by auction, November 17th, with the advice that further information could be had of William M. Irish, on the premises." This was sold to F. R. Whitwell, Jr. for $2,950.

At 7:30 o'clock, on the evening of January 7, 1862, the main building of the Empire Rock Oil Company, of Fairhaven, situated on the line of the railroad, was entirely consumed by fire. Mr. George Jones and B. Ewer, Jr. were in the works at the time, the former escaping with a scorched face. The Company was composed of William P. Handy and B. Ewer, Jr. The storehouse and contents were saved. Reconstruction followed. This later building was taken down in 1866, and rebuilt on Handy's wharf.

The Keystone Oil Works, on the line of the Fairhaven Branch Railroad, cars loaded directly from shed, thus saving carting, only one year old, was for sale in May, 1862.

The cooper shop adjoining the Petroleum Oil Works of F. R. Whitwell, Jr., in Fairhaven, together with a number of empty casks, was destroyed by fire on the afternoon of Thursday, April 9, 1863. Loss, $700-$1,000. No insurance.

On January 4, 1864, the North Star Oil Works, in this town, on the line of the railroad, with cars loaded directly from the shed, was for sale.

Then, under the date of Wednesday, May 12, 1869, we read: "THE NORTH STAR OIL WORKS, in Fairhaven, have been sold to Messrs. Thayer & Judd, who will demolish them, and remove the machinery to their paraffine factory on Rotch wharf, New Bedford."

American Nail Machine Company. — Farming, whaling and manufacturing, in turn, absorbed the interest of the people in general, the last-mentioned industry being pictured as follows: "FAIRHAVEN. A meeting of citizens of Fairhaven was held on Thursday evening (August 9, 1860) to take into consideration the subject of establishing some manufacturing enterprise in that place. R. W. Dexter was chosen chairman, and W. M. Irish, Secretary. A committee of six, consisting of H. A. Church, Edmund Allen, Francis Stoddard, Wilson Pope, Isaiah West and George F. Tripp were chosen to take the whole matter into consideration, and report at a future meeting. The attendance was good, and much interest was manifested."

Up to this time very little of a manufacturing nature had been established in Fairhaven. Isolated instances, can be cited, such as the Granular Mills, etc., but these were on a small scale. In 1843, however, Fairhaven had its Acushnet Mill or Cotton Mill at the northeast corner of Union and Laurel streets. Then burst forth the enthusiasm mentioned above. The American Nail Machine Company purchased the Rodman property on Fort street in 1864.

The Water-Line Collar Factory. — On that northwest corner of Washington and Middle streets, stood the double house of Stephen Weed, just north of which was the Proctor property. On the northeast corner, more than three quarters of a century ago, stood the building, consumed by fire in May 1876. On the site of this building, William N. Alden built, in June 1877, a barn which, years later, was converted into a dwelling house. Now let us read of a visit to this corner by a representative of the "Standard" which printed, under the date of Thursday, August 30, 1866, the following:—

"THE WATERLINE COLLAR FACTORY, corner of Washington and Middle streets, Fairhaven, is doing a good business, the determination of the proprietors to make none but the best quality of collars and cuffs creating a great demand for their manufacture. We passed through the factory a few days since, and were much pleased with the simplicity and rapidity of the machinery which turns out paper collars as fast as our grandmothers could set stitches in the old style linen ones."

New England Embroidery Company. — Seventy years ago there was inaugurated a new industry, about which we read, in the Daily Standard of 1878, as follows: — "An industry, in Fairhaven, which has not created much public stir, but which still has given employment to rising thirty girls all through the past winter, is that

of embroidering and making slipper vamps or fronts. The establishment is called the New England Embroidery Company, and the proprietors are Messrs. L. H. & W. C. Stoddard. The business is located in a modest appearing two-story wooden building on the east side of Water street just south of Center.

New Manufactory: — In the year 1872, Mr. Robert H. Taber, known to many through business or church relationship, came from New York to New Bedford. The next year he leased rooms in the old grist-mill and cotton factory buildings at Smith Mills, North Dartmouth, for the manufacture of the "monitor coffee pot." His business increased to such an extent that, in September 1873, he installed a waterwheel of sixteen horsepower.

We find Mr. Taber carrying on business in the old bake shop of the Buttricks, located on West Church streets, in 1879. In the following year, he removed to the Hamlin, or the Sawin building, then on the west side of Water street, between Center and Union streets, but now on Union wharf. He remained here until 1887 when he removed to 87 Main street, formerly occupied by Ebenezer Akin, Jr.

In 1881 orders were issued requiring lights on all small craft in the harbor during the evening. Robert H. Taber's manufactory was busy making boat lanterns as a result of this edict.

Robert H.Taber employed workers at home. Bundles of wire came from the factory; this wire was wound into spirals, or better, coils, perhaps four feet in length; then cut into separate or double rings; afterwards distributed to those who wanted to do home work, thus providing pin money to the ambitious members of needy families. A small square board with nails of specified distances and two pliers made up the necessary tool equipment of the workers. These rings, brought home, were returned to the shop as perfect pot-chains, sold everywhere. These pot-chains resembled a section of a medieval hauberk.

As this building was razed, he removed in 1895, to the lower floor of the abandoned shoe factory on Main street. The following year he removed to New Bedford, carrying on business on Acushnet Avenue. In 1898 Mr. Taber removed to California where he died in 1913 aged 80.

Chaise Manufactory, Bake Shop, Carriage Shop, Paint Shop.—

Some may be interested in facts concerning a Main-street landmark, namely, the paint shop belonging, until recently, to Mr. A.

Leonard Bliss, now No. 107, or, fifty years ago, as No. 163 Main street. Mr. Bliss purchased this property in November 1917, of Harriet S. Phillips, widow, of Providence, R. I., and others. (It was on February 8, 1872 that P. Henry Phillips of Philadelphia and Miss Hattie E., daughter of Robert M. Simmons, were married). This land and building purchased by Mr. Bliss was formerly the property of Mr. Simmons, and here the latter carried on business, the building being designed on the map of 1855 as "Carriage Shop."

Mr. Bliss, with his parents, came from Taunton in 1884. He entered the employ of Mr. Simmons with the intention of learning the carriage making and painting trade. Soon Mr. Simmons retired. and in 1887 Herman H. Hathaway opened his paint shop at 163 Main street. Mr. Bliss then entered the employ of Mr. Hathaway and learned the trade. At this time Mr. Hathaway was advertising as follows: — "Carriage Painting, House and Sign Painting, Paper Hanging. 163 Main Street."

In February 1891 the spiles were driven for Mr. Hathaway's new shop, built directly over the water of the old Mill Pond which was filled in, creating Cushman Park, in 1903. Since the new paint shop was erected twelve years before the Park came into being, the cellar of the shop was left unchanged — the bottom of which was part of the bed of Herring River. Here the tide ebbed and flowed. Through a trap door in the floor of the first story, the painting apprentices, in leisure times, used to fish. Pictures of the exterior of the building show that the spaces between the piles were later filled with a stone foundation.

In June 1891, Mr. Bliss took possession of the old shop, retaining the two-story, front section for his use, and Mr. John Manter made use of the one-story ell, the latter advertising as follows: — "Wagon, Carriage and Harness Repairing. 163 Main Street. Shop formerly occupied by R. M. Simmons."

Soon Mr. Bliss went with Mr. Hathaway to the new shop, which was then numbered 133 Main Street, but in October 1893 he started in business for himself at 163 Main street — the old shop, where he may be found today (1943). From this location he advertised as follows: — "A. L. Bliss, House, Ship, Sign, Carriage and Ornamental Painting, 163 Main Street."

At this time Mr. Manter was advertising as follows: — "J. H. Manter, 163 Main Street. Carriage painting, Trimming and Woodworking. Harness and Furniture Repairing." This adver-

tisement first appeared in the STAR on April 1, 1893 and continued until February 1894. In March of that year Mr. Manter conducted The Fairhaven Oil Company.

In 1903 Mr. Bliss went into partnership under the firm name of Bliss & Upjohn. This partnership was not dissolved until 1911. Since that time Mr. Bliss carried on the business at the old stand, acquiring the property in 1917.

Mr. Hathaway died in February 1930, at the age of 72. The Mill Pond shop, although conducted since by others, retained the long, lofty sign which read: — "87 — Herman H. Hathaway — 87," until recently when it was taken down by the purchaser who bought the property of the Hathaway heirs.

Let us trace this property from the time when it consisted of land only. By a deed dated March 30, 1833, we find that Zeruiah Wood, yeoman, sold to Edward Perry and John Cannon, Jr., both of Fairhaven, Chaise Makers, a certain lot of land, consisting of eighteen rods, for $216.

A deed dated August 5, 1834 shows that Edward Perry sold to James Cannon for $450 one moiety of, in, and to, a lot of land with buildings, opposite Abner Pease new house lot. We find by a deed that just three months later James Cannon, trader, sold to Edward Perry, chaise maker, for $345, a lot of land, 18 rods, with buildings thereon. Six days later the following appears in the Standard: — "Partnership dissolved. The copartnership heretofore existing under the firm of Perry & Cannon is this day dissolved by mutual consent (Signed) Edward Perry, John Cannon, Fairhaven, November 11, 1834."

Mr. Perry evidently held possession of this property for a decade or thereabouts, but a deed dated May 22, 1845 shows that the Edward Perry estate (Sarah Perry, Executrix) was sold to Robert M. Simmons for $435, lot of land with buildings thereon situated on street leading from village of Fairhaven to Oxford village, 18 rods. This was held in the Simmons family for a period of 72 years being purchased by Mr. Bliss in 1917, this time with an additional parcel of land, the aggregate being 27.64 rods instead of the original 18. This property, by deed of 1833, was bounded as follows: — "Beginning at a stub set in the ground in the east line of the street leading from the village of Oxford to the village of Fairhaven and in the range of the south line of Abner Pease' new house lot, west side of said street; Thence east ten degrees north six rods to a stake standing in the salt marsh; Thence north ten degrees west three

rods to a stake standing in the marsh; Thence west ten degrees south six rods to a stub standing in the line of the street; Thence southerly in the line of the street three rods to the first-mentioned bounds." Deed dated March 30, 1833.

The map of 1855 designates this building as the fourth from Bridge street. Under the date of May 10, 1836 we find the following: —"The subscriber informs the public that he has taken the Bake House in Fairhaven, on Main street, four doors south of Bridge street, where he intends carrying on the Baking business in all its branches. Agents of ships who are in want of Bread can have it baked immediately on application. (Signed) Andrew J. Rodman." In the STAR, under the death notices, we find: — "RODMAN. Andrew J. Rodman, April 7, 1893, aged 81 years. Funeral Sunday, 9th, at the Almshouse at 2:30 P. M." Burial was at Woodside Cemetery.

Privilege street was reached in former days through (either Bridge street or through) Pease lane. The creation of Cross street, afterwards Cowen street was discussed at a town meeting held on April 6, 1846 as follows: — "To see if the town will order a street laid out commencing at the shop of Ed. Perry, from thence westerly to Privilege street, then on said Privilege to Bridge, agreeable to the petition of William Waterson and others." Thus we locate the shop of Ed. Perry again.

From the above we make several observations. 1. That the deed of 1833 included land only whereas subsequent deeds spoke of "buildings thereon." Hence we conclude that the former shop of A. Leonard Bliss is about 115 years old. 2. That the shop was used by "chaise makers." We find part of a chaise (1943) still reposing in the attic of the building. 3. That Mr. Simmons continued the business of making horse-drawn vehicles. 4. That Abner Pease house (afterwards the property of Asa Pease) is about the same age. 5. That the east end of the property was a salt marsh (adjoining Herring River). 6. That possibly the shop in the thirties was used as a Bake shop. 7. That Mr. Bliss began work at 163 Main street (now No. 107) at the age of sixteen and remained in active business — about 60 years.

CHAPTER VII

Fire Engines, Streets, Postmasters, Newspapers.

Fire Engines.—A century and three quarters ago, when old Dartmouth retained its original bounds, the first fire engine, "Independence, No. 1," was purchased. Buckets for the water supply were to be found in practically every home, each hanging in a conspicuous place, ready for an emergency. These buckets became handy receptacles for waste paper, gloves, stockings, handkerchiefs, rubbers, fruit, vegetables and scores of other miscellaneous articles, and were as ready for instantaneous use as a modern fire escape in a tenement block, with its usual accumulation of rubbish.

New Bedford, including Fairhaven and Acushnet, was set off from old Dartmouth in 1787. From that period to the time Fairhaven became a separate township, four fire engines were purchased by the new town (which became a city in 1847), viz., the "Flood, No. 1," in 1801; the "Citizen, No. 2," in 1802; the "Oxford, No. 2," in 1805; the "Phoenix, No. 4," in 1808.

Two of these engines were used within the limits of Fairhaven, the southeastern fire district, viz., the "Flood, No. 1" and the "Oxford, No. 2." The "Flood," a bucket engine, with double pumps and end brakes, was purchased about 145 years ago. Side brakes were known before that time. Opposite the Academy (original site), on Samuel Borden's land, was housed this Oxford fire engine which was purchased by contributions of the inhabitants of Oxford Point. This fire-fighter was afterwards removed to Oxford.

The STAR adds to the story of the "Flood" as follows. "The well at the engine house, on Walnut street, has been cleaned out this week (September, 30, 1882), and among the refuse there was found in the well, a bucket belonging to the old engine "Flood," that protected property here over 30 years ago. It is to be decorated and preserved as a relic in Contest Hall."

After Fairhaven became incorporated as a separate municipality, it began to assume the responsibility of fire protection. At a town meeting, held at Academy Hall, on April 4, 1836, Article Eight read: "To see if the town will purchase a suction engine and appara-

tus." The purchase was voted by the town at a cost of about $1,500. It was the "Columbia, No. 3," and was Fairhaven's first suction fire engine.

The suction engine being an improvement on the past, spurred Fairhaven to further action. At a town meeting, held at Academy Hall, on Monday, April 3, 1837, Article Eight read: "To act on the petition of George Hitch and others, viz., 1st. "To see if the town will make a suction engine of the fire engine, No. 1, located in the village of Fairhaven and appropriate money for doing the same." 3d. "To see if the town will purchase or lease a lot of land and build an engine house thereon, and to appropriate money for doing the same."

Action pertaining to an engine house was evidently taken for under the date of November 20, 1838, we find: "NOTICE. Sealed proposals will be received by the subscribers until the 27th, for building an engine house, 22 by 36 feet square, and two stories high, agreeable to the plans and specifications of the same, which may be seen on application to R. W. Dexter. (Signed) Bartholomew Taber, Daniel Davis, R. W. Dexter, Selectmen of Fairhaven."

The bucket brigade was the first constituted fire-fighting unit. With the advent of the suction engine a much more abundant supply of water was required. It was then that the town began to build reservoirs. "NOTICE. Proposals will be received by the subscribers for building two reservoirs in the village of Fairhaven. For further particulars enquire of Daniel Davis, Bartholomew Taber, William L. B. Gibbs, Selectmen of Fairhaven. November 4, 1837." Proposals for two reservoirs were solicited in 1838—probably a repetition of the preceding year. The old town pump reservoir at the southeast corner of Union and William streets, about 20 feet in depth, was filled in with gravel and cinders on April 23, 1941. A day or two before, a slight cave-in, due to the weight of a pedestrian, occurred, bringing to mind that when the pump was removed the opening was covered with planking and dirt.

Ingenuity provided another type of water supply, the STAR of 1882 telling the story: "Chief engineer Harrison has caused hogsheads to be sunk in the mill pond, one near Bridge street and another near the tack works store house on Spring street, to put the suction hose of the fire engine in, when the water in the pond is low."

At a town meeting, held at the town house (North Main street), on Tuesday, November 7, 1848, at 9 A. M., Article Two read: "To see if the town will procure a suction engine and apparatus to be

located in Oxford Village, agreeable to the petition of Ezra Smith and others." The "Relief" fire engine was purchased in 1852.

At the town meeting of Monday, April 7, 1856, Article Seventeen read: "To see if the town will purchase a suction engine for Fairhaven Village." According to vote the town authorities ordered from Messrs. Jeffers & Co., of Pawtucket, Massachusetts (Pawtucket with the exception of a small part east of Seven-mile River, was set off to Rhode Island in 1861) a first class, side brake, fire engine and hose reel. This new engine, named "Contest," arrived at Fairhaven on Saturday, October 17, 1857. The Company occupied the house of the "Columbia, No. 3," whose number they had adopted.

Further improvements for fighting fires began to appear. Since the steam fire engine was a doubtful quantity, Fairhaven assumed the attitude of watching and waiting, evidently believing in the saying of Alexander Pope (1688-1744) who wrote in his Essay on Criticism, written in 1709,

"Be not the first by whom the new are tried,
Nor yet the last to lay the old aside."

A town meeting was held in Phoenix Hall on April 6, 1868, Article Fourteen reading: "To see if the town will authorize the selectman to sell one of the fire engines, and to purchase a hand steam fire engine agreeable to the petition of William H. Hoeg and others."

Finally convinced of the feasibility of purchasing a steam fire engine for $3,200, the "Contest" steam fire engine arrived in Fairhaven in June 1868. The hand engine was delivered to Mr. Jeffers in part payment for the new machine. The steamer had hand ropes, and arrangements had been made for a supply of horses on occasion of fire alarms.

This new steam fire engine went into action within three months, functioning at the fire near the Cove, which destroyed a building belonging to Mr. Davis, the manager of the Union Hotel.

The former home of the Contest steam fire engine, No. 3 was on the west side of Walnut street, slightly south of the library driveway. It was removed to the west side of Main street, near the foot of Spring street, then to the north side of Spring street, near the foot of William street, lastly to its present location.

Within five years from the time of the purchase of the steam fire engine, the town voted to buy two horses for work on the engine and on the highways. They arrived on April 24, 1873. Two years



Phoenix Block in 1890



First High School Building — Opened in 1852

later these horses were sold at auction. Five months later, with no horses and only $10 per year allowed each fireman, a fire occurred at which time it was found necessary to move the engine by the aid of a yoke of oxen.

About 1830 the Hunneman tub, a New Bedford machine was located at the Head-of-the-River, the second engine for that locality. It was later purchased by the town of Fairhaven to protect its northern section until that part of the town was set off from Fairhaven. The term "tub" was the word applied to all the early fire engines.

Thus Oxford village has participated in the glory of fire fighting; with the "Oxford, No. 2;" "Relief, No. 5;" "Alert," purchased from Taunton; Hose, No. 1, etc. In 1891, the "Relief" was sold to the New Bedford Veteran Fireman's Association.

Progress has been made: Bucket brigades, reservoirs, hydrants, hand tubs, suction fire engines, steam fire engines, motorized fire department.

"The (New) Bedford Fire Society" was organized March 4, 1807, and was dissolved in October 1861. This was forty years before New Bedford became a city, twenty years after it had been set off from Old Dartmouth, and five years before it and Fairhaven became separate municipalities.

A committee of the Society was appointed to draw up a set of rules and regulations. Of the eighteen articles adopted, two are especially interesting not only to the inhabitants of the present New Bedford area but to the residents of Fairhaven and Acushnet as well, they being then included in the township of New Bedford.

Article Six was worded as follows: "Each member shall keep constantly in good order, hanging up in some convenient place in his dwelling house, under penalty of fifty cents for each deficiency, two leather buckets and two bags; the buckets to be painted conformably to the orders of the society; the bags to be one yard and a half in length and three-quarters of a yard in breadth, with strings to draw them up. The buckets and bags shall be marked with the owner's name, under penalty of twenty-five cents for each bucket and bag."

Article Seven was worded as follows: "At the alarm of fire, each one shall immediately repair, with his bucket and bags, to the dwelling house, shop or store of that member which he believes to be most in danger, and use his best endeavors, by the direction of the owner, if present, to remove and secure his goods and to return them to him again free of expense."

The records show that penalties, mentioned in article six were inflicted, e. g., in 1808 Benjamin Lincoln's bags were found, upon inspection, to be without strings, a deficiency which called for a fine of fifty cents; in 1810 Peleg Howland paid a fine of fifty cents, the inspectors having found that his buckets were not in regulations place; in the same year James Arnold's buckets were found placed on the floor, without bags, requiring a penalty of fifty cents; in 1812 Sands Wing suffered a penalty of fifty cents since the inspectors discovered that the buckets and bags were not in the stipulated places.

In March, 1859, there was on exhibition at Mr. Church's Apothecary Shop a miniature engine, a most ingenious and perfect piece of workmanship, patterned after the Contest Engine, No. 3, with the credit for its construction due to Mr. Joseph Lewis and Mr. Nathaniel P. Fish. When the miniature engine, perfect in all its parts, went into action, water was thrown a distance of 26 feet.

Streets.—Indian trails were the harbingers of the super-highways of today, intermediate terms being lanes, driftways, highways, streets, avenues, etc. Before the twenty-acre purchase was consummated, ways and roads had begun to make an appearance. More than two hundred years ago mere trodden paths joined the settlement at Acushnet with those at Naskatucket, Sconticut Neck and Rochester.

At a town meeting, held in 1790, it was voted to accept three ways "in the village of Fairhaven," within the twenty-acre purchase. They were Water, Middle and Main streets. The streets running east and west were Washington, Center and Union streets. Water street, in the early deeds, was called First, West or Westermost street; In 1808, Water street was extended from Union street to the end of the purchase and called Front street; Eldredge lane, running west from Water street, leading over the bridge to Samuel Borden's rope walk on Crow Island, was laid out in 1811; Middle street was called Second street; Main street was called Third, Eastmost, Eastermost, East or Back street, and extended from Washington street to the south end of the purchase; Washington street, extending from Main street to the river a century and a half ago, was called Northmost street; Union street was called Southmost street and extended from Main street to Water street.

Spring street, from Main street to Adams street, was laid out in 1820. Other streets were suggested to the selectmen by petition of the voters. The original petitions, asking for many streets, are

before us. These petitions date from 1845 to 1853 and illustrate the realization for the need of additional roads.

The petition of 1845 reads as follows: "To the Selectmen of the town of Fairhaven, We the undersigned inhabitants of said town request you to examine and lay out the following streets for the action and acceptance of said town at their next annual meeting to be held on the seventh day of April next, viz., From the west line of Green street easterly to the road leading to Mattapoisett, being a continuation of Washington street. (Mrs. Job Stevens, grandmother of the late Cora Stevens, sold to Ezekiel Sawin the land on the southwest corner of William and Washington streets. Mrs. Stevens gave to the town the land adjacent to her property, for Washington street, which was laid out from Main street to Green street in 1832. Other streets laid out the same year were Union street from Main to Green street; William street from Spring street to the Old Burying Ground; Walnut and Green streets from Spring street to the south line of William Rotch's land.

Also from said Green street easterly to a contemplated street called Summer street, being a continuation of Center street. Also from said Green street easterly to a contemplated street called Pleasant street, being a continuation of Church street, Fairhaven, March 25, 1845." This petition was signed by 46 persons, including Wilson Pope, Abner Pease, Rufus Allen, Jeremiah Miller, Alden D. Stoddard, Joshua Delano, Jr., Hardy E. Hitch, Daniel W. Poor, Tucker Damon, Lemuel Tripp, David Howe, Nathaniel S. Higgins, Jabez Delano, Jr., Roland Fish, W. G. Robinson, Salathiel Eldridge and Warren Delano.

The six-acre purchase at Oxford village had few streets, the principal one extending from Main street to the shipyards at the waterfront. The following petition, signed by 27 persons appears to be dated 1846, and is interesting from at least two points of view, first, it mentions Union street, which was an extension of Main street, north from Bridge corner; second, it seems to be a petition to lay out Lafayette street.

It reads as follows: "To the selectmen of the town of Fairhaven, in the county of Bristol, The subscribers being inhabitants of said town of Fairhaven request you to lay out a town or private way or street in the village of Oxford in said town, commencing at Union street, so-called in said village; thence running westerly on the northerly side of a certain lane, sixteen feet wide so far as said lane extends, and thence following said course and crossing the

lands of Jonathan Gifford and others until it comes to a stake and stones on the beach on the easterly side of a lane running from said beach northerly to a street in said village of Oxford. The owners of the land, over which said way is prayed for, passes, are Sheffell Reed, Benjamin D. Coombs, Jonathan Gifford and Susannah Taber, part of the land having been devoted to the public by Reuben Jenney, deceased, and as a private way for more than twenty years back, and upon laying out said way we request you to report the same to the town for its acceptance, agreeably to law. (Signed) John Taber, George H. Taber, James C. Mara, Eben Akin and 23 others.

Betwixt and Between.—About a century ago the prolongation of Main street, north of Bridge street, was called Union street, connecting (unionizing, as it were) Fairhaven and Oxford Villages. Under the date of Fairhaven, March 31, 1836, we find the following: "FOR SALE OR TO LET. A store at the four corners of Bridge and Union streets, commodious for the sale of Dry Goods & Groceries. The chambers have for some time been occupied for dwelling rooms. Possession given immediately. Apply to Thomas Nye, Fairhaven or T. & A. R. Nye, New Bedford." This property bought by Thomas Nye in 1809, had been used as a store for more than a century and a half. Thomas Huttleston lived here in 1830.

That the destination "Union" street was not at this time universally sanctioned may be shown by the following:—"TENEMENT TO LET. On a street leading from Oxford Village to Fairhaven Village and south of Bridge street. Apply to Abner Pease. Fairhaven, March 19, 1836.

In the minds of some, "Oxford" was not the universally accepted name for the "Point" part of the town, as statements in October 1836, regarding that section were found to be worded, "Village of Oxford (so called)." Even the town fathers did not seem to know the exact boundary of Fairhaven and Oxford villages. In an article in a town meeting warrant of 1831, the meeting was held in Academy Hall, BETWIXT the Villages of Fairhaven and Oxford; again, in the warrant of 1832 the meeting was held at Academy Hall IN Oxford Village; then in an article considered at a town meeting held on April 4, 1842, we find that the mill bridge is described as being at the ENTRANCE of the village of Fairhaven.

At a town meeting held at the town house on Tuesday, November 7, 1848, Article Four was, "To see if the town will accept the Main street as laid out by the selectmen, agreeable to the petition of Dexter Jenney and others."

The line between Fairhaven and Oxford Villages may be regarded as the following sets forth:— "We, the subscribers, hereby promise to take and build the proportion (1/16), set against our names, of an Academy between the Villages of Fairhaven and Oxford." etc.

Center Street to Oxford.—For the sake of information about our primitive roads, let us read the following:—"NOTICE. Proposals for making a road will be received by the subscriber until the 25th inst. The road is to be commenced about 60 rods east of the Fairhaven meeting-house, at a place where the road turns to the northeast (near the corner of Center and Laurel streets), thence to be continued easterly, till it enters the road near Seth Alden's woods — the whole distance being 244 rods. The width must be three rods — 24 feet travel — with such water courses as may be necessary. The whole to be completed in a good and workmanlike manner to the acceptance of the County Commissioner on or before the 15th day of April 1832. (Signed) Asa Swift, Jr., Fairhaven, August 10, 1831."

In conjunction with the above, let us read the following: At a town meeting held on Saturday, July 5, 1851, at 2 p. m. Article Ten was "To see what action the town will take respecting the petition of Lemuel Tripp and others, to the County Commissioners, to discontinue a certain road or street leading from a point in Center street, near the dwelling house of Joseph Taber, easterly until it intersects Washington street."

Main Street Extended.—It is interesting to know when the continuation of Main street, south of the railroad, to Church street, was considered. An article in the warrant for the town meeting held on Monday, November 8, 1841, read as follows: "To see if the town will accept as a public street the byway commencing at the termination of Main street, in the south part of the town of the village of Fairhaven and passing the house of Noah Stoddard, Gamaliel Church, heirs of Joseph Church, and Isaac Wood's to the south line of the house of Jonathan Buttrick, it being a continuation of said Main street, agreeable to the petition of George Hitch and others."

Morse Street.—The map of 1855 shows distinctly that the southern terminus of Walnut street was a dead end; that Fort street was reached via William street. The map of 1870 shows that Walnut street connected William at the southern extremities. This was accomplished in 1867. At a town meeting, held in 1868, Article 14

read:—To see if the town will accept a road as laid out by the selectmen, agreeable to the petition of Thomas N. Morse and others, and appropriate money for the same." Voted: "to accept the lay-out of a new road leading easterly from the south end of William street."

Neither map gives any clue to the name of this road connecting Walnut and William streets. These streets, joined after Mr. Morse acquired the property at the head of Fort street, brought into existence a new street. We now discover the old name of this street, a name probably applied three quarters of a century ago, in the following notice:—"Will be sold by public auction, on Saturday, April 8, 1876, at No. 3 William street, corner MORSE street, furniture, Unitarian pews, etc." The square is bounded by Walnut, Union, William and MORSE streets.

Oxford Street.—Pursuant to inquiries as to whether various streets formerly extended to the Acushnet River, we begin this time with the north part of the town, stating our findings which we do not necessarily regard as conclusive. Further investigation should be made that the whole truth may be ascertained.

We find that the six-acre purchase, afterwards called Oxford, comprised thirty building lots west of Cherry street, including one for a Common, south side of Oxford street, next to the river. We note that, by deed, there changed hands the lot of land known as the "Commonage," situated at the foot of Oxford street, being the width of said street, and extending from the high water mark westerly into the river, so far as private rights extend with remains of wharf which was formerly there. The question arises as to the location of high water mark. We extricate from the old records not only something about the Common, but also about the "Old Store Lot," "the Old Wharf Lot," etc. Here are given the successive owners (in reverse) as well as quotations of parts of deeds, interspersing additional information about properties and residents.

Once upon a time, the residents of Oxford village and elsewhere enjoyed to saunter down to the water's edge at the westerly terminus of Oxford street. In our boyhood days we had this privilege. We worked many days at "Edgewater," and saw others quietly enjoying this road open to the river and open to the public. We take down our dusty map of 1855, and thereon discover that the street leads unmistakably to the Acushnet. Then we glance at the map of 1870, finding the street still distinctly leading to the salt water. Today it appears to be closed; even the residents of Oxford seem to have no longer access to the spot from which once a wharf extended.

Here we are at the Bristol County Registry, so let us run through the deeds of several parcels of property on that street, noting what we encounter, beginning with the house now numbered 34 Oxford street, far from the water. The records of this property, with its many successive tenants and owners, show sales of undivided land, sales of undivided house, sheriff sales, mortgages, double ownership, single ownership, marriages, deaths and funerals. Then only part has been brought to light, for we go back to the ownership of Bradford Howland in 1829, not delving in much of its existence before 1825.

We find residing here Mr. Louis W. Tilden. The Tilden house was the Alvah K. Bowen homestead for many years, in fact until the Centennial year. Under that date (April, 1876) we find: "In Fairhaven, 27th inst., suddenly, Alvah K. Bowen, aged 65. Funeral service at his late residence, Oxford street." Mrs. Bowen, who survived Mr. Bowen by several years, was a Randall. Now we read: "In Fairhaven, September 2, 1876, Thomas Randall, aged 55. Funeral at 38 Oxford street." After the death of Mr. and Mrs. Bowen the property came into possession of their daughters, four in number, namely: Elvira, who married Hiram Babbitt; Abbie who married Henry Gifford; Laura who married Stephen Westgate, and Louisa, who married Clarence H. Terry. In 1886, Mrs. Babbitt bought of Clara L. Chace and Lizzie C. Ritchie, minors, through guardians, their combined one-fourth part of the property, which with her inherited share gave her a claim to one-half of the estate. The minors were heirs of Louisa Terry.

At this point let us clarify some relationships. "In Fairhaven, 13th, inst. (December, 1866) Hiram Babbitt to Miss Elvira E. Bowen, both of Fairhaven." Albert K. Babbitt, whom we knew as a fellow-pupil at the Center Methodist Sunday School, was a son of Hiram and Elvira Babbitt, and married Clara A. Benson, in January, 1897, purchasing of Abbie A. Gifford her one-fourth part of the property.

Returning to the various transfers, we find that Mr. Tilden purchased this property of Gertrude E. Bishop, of Fairhaven, in October, 1922; Gertrude E. Bishop purchased of Ida M. Goddard of Fairhaven in April, 1916; Ida M. Goddard purchased of Jennie M. Wilde in February 1913; Jennie M. Wilde purchased of Elvira E. Babbitt et al. on July 21, 1903. The "et al." were Albert K. Babbitt and Laura E. Westgate.

The question then arises concerning the ownership of the property by Mr. Alvah Bowen, which is answered as follows: In 1838, James Randall was residing at this house, presumably owning part of it. In December, 1840, Mr. Bowen purchased of Albert F. Norton his right in the estate. Owning one-half, he wished the other. It worked out in this way: Mr. Bowen, who after the demise of Mr. Randall was appointed administrator of the latter's estate, sold it to Alfred Nye on June 9, 1856—one undivided half of the house and lot; Mr. Nye then sold this part to Mr. Bowen on the same date. This gave Mr. Bowen full possession. The deed wording, in part, follows: "I, Albert F. Norton, of Fairhaven, cabinet maker, paid by Alvah K. Bowen, a certain lot of land and dwelling house thereon then standing situated in said Fairhaven, on the north side of a street running from the principal street (Main) in Oxford village, so-called, TO THE RIVER, being the same premises on which James Randall and the said Bowen now live."

Thus in 1840, 1855 and in 1870 the street, it seems, extended TO THE RIVER. The question now seems to be as to the meaning of "to the river." We are waiting for an interpretation. In the meantime, let us read an advertisement of the above-mentioned Albert F. Norton, which runs as follows: "Albert F. Norton, Cabinet Maker, has established himself in the Village of Fairhaven, Mass., where he intends carrying on Cabinet Making in all its branches. He intends keeping constantly on hand furniture and chairs of all descriptions, which he will sell as low as can be bought in this vicinity. All orders in his line will be gratefully received and punctually executed."

The rooms and the furniture of Mr. Louis Tilden's home were described and illustrated in the New Bedford Sunday Standard of May 13, 1923.

Post Offices and Postmasters.—Immediately before the Legislature enacted the law to incorporate Acushnet as a separate town, (the bill had passed the Senate) it was perceived by some that the wording designated that section of Fairhaven as "North Fairhaven." This was speedily remedied and "Acushnet" became the legal name of the slice of territory carved from the Fairhaven township.

The post office, however, serving the new town, was still "North Fairhaven" and remained so for several years. Finally in April 1864, the Postmaster General gave orders to have the name of "North Fairhaven" post office changed to "Acushnet" with Cyrus

E. Clark as postmaster. Mr. Clark became postmaster in 1828 and served for many years.

The first post office in Fairhaven Village was established in 1820. In order, they were located as follows: 1. In the ell of the house of Joshua Drew, southeast corner of Main and Center streets. 2. In the easternmost store of Phoenix Block. 3. In the building at the southwest corner of Center and William streets. 4. On the first floor, under the tower, at Town Hall. 5. In the Masonic building. 6. At the Government building at the northeast corner of William and Union streets.

The postmasters in order have been:—

Joshua Drew, 1820-1842; Charles Drew, 1842-1853; Joseph Cutler, 1853-1861; J. T. Buttrick, 1861-1870; Elbridge G. Morton, 1870-1873; Charles H. Morton, 1873-1887; Eben Akin, Jr., 1887-1891; Job C. Tripp, 1891-1895; John I. Bryant, 1895-1899; William C. Stoddard, 1899-1904; E. G. Spooner, 1904-1916; William M. Allen, 1916-1924; David L. Kelley, 1924-1936; James W. Evans, 1936—.

"The Medley."—Five years after this vicinity (New Bedford, Fairhaven, Acushnet) was set off from Dartmouth, the first newspaper appeared. This was "The Medley or New Bedford Marine Journal." printed and published by John Spooner in New Bedford. It was a weekly publication and the subscription price was nine shillings per annum. Volume One, Number One, printed on Tuesday, November 27, 1792, is on file at the Millicent Library.

"The Bristol Gazette."—The first newspaper published in Fairhaven was the Bristol Gazette, copies of which are on file at the Millicent Library. Its Fairhaven life was a span of only about one year, although, under different names it covered the time from 1808 when it was published in New Bedford, until the date of its demise, about the middle of the year 1813.

"The Star."—The first issue of THE STAR was published on Tuesday Feb. 18, 1879, with its office at 13 Oxford street. Thereafter for years, the day of publication was Saturday. The first fourteen issues, size 8½ x 12 inches, four pages, were circulated free. The 15th issue of Volume One appeared in an enlarged form on June 7th, 10 2/3 x 15 inches, and the price became one cent per copy or fifty cents per year. In this enlarged form the title was changed from THE STAR to FAIRHAVEN STAR. On August 9th, 1879 the name reverted to THE STAR and so

continued throughout the year. The paper was again enlarged on Dec. 20, 1879 to 13 x 15 inches, the price remaining the same.

In dealing with this subject let us leap ahead of the year under consideration in order to make a continuous story. On Feb. 7, 1880 the paper was for the third time enlarged, this time to 13 x 19½ inches and the title changed to THE FAIRHAVEN STAR, and here we have the price increased to two cents. On Feb. 26, 1881 another enlargement occurred. The office, in Aug. 1880, was transferred from 13 Oxford street to 43 Center street, over the grocery store of Leavitt & Taber. In June 1883 the building used as a millinery shop on Middle street was moved to the west side of Main street, opposite Fountain Hall, and became the headquarters for the journal. In fact this building served as the home of the Star from 1883 to 1902. On September 8, 1883 the paper was again enlarged. Another story to the building was added by Aaron Savery, and in May, 1884, Mr. Louis N. Baudoin rented a room in the building and opened therein a hair dressing establishment. Here Mr. Baudoin remained until May 1886 when he moved into his new quarters, next north of Fountain Hall. This building was erected by Mr. Levi M. Snow on his own land. All this time the STAR had been printed in Fairhaven by hand power, but in January, 1887, the issues came from a steam driven press by means of an "Acme" engine and boiler in which petroleum was used as fuel. Well do we all remember Ben Jenney as the motive power of the STAR up to this time. This building was later moved in July 1900, to So. Main street, north of R. R. tracks, where it now remains.

Master Rufus A. Rogers.—The first grave at Riverside on the left as one enters the grounds from Main street is that of Rufus A. Rogers who was born in 1843 and died at the age of 66. At the age of thirteen, he was delivering Standards in Fairhaven. Concerning him The Daily Evening Standard wrote, under the date of Monday, August 4, 1856, the following: "FAIRHAVEN. We feel impelled by a sense of justice to express our thanks to Master Rufus A. Rogers, the carrier of the Standard in Fairhaven, for the faithfulness with which he serves our patrons in that place. We are satisfied that the large circulation of the Standard in that locality, is owing in a great measure to his efficiency and honesty." I frequently stop at that grave, thinking of the boy of thirteen who with all other carriers, perhaps, assisted in making the Standard what it is today, besides making for himself a host of friends. Ninety years ago and more an advertisement ran as follows:—"AN

AGENT WANTED IN FAIRHAVEN. We should like to engage a faithful person in the village of Fairhaven to act as an Agent for the Standard in delivering the papers to subscribers, receiving subscriptions, etc. A young man who will be prompt in the discharge of his duty, will meet with encouragement. Saturday, February 22, 1851". Perhaps Rufus saw that advertisement, at least he fulfilled the requirements of the Standard management and received the above expressed public appreciation for his faithfulness.

Barter.—Let us go back a century and a quarter. At the end of each calendar year creditors attempted to close their accounts. At that time purchase by barter, which was the usual method of exchange among primitive people was decidedly not uncommon in our midst. In the town across the river, the Mercury was flourishing. Here follow two notices, among many, which that journal printed:—"WOOD WANTED. Our subscribers who are in arrears for the Mercury, and intend paying in Wood, are requested to bring it immediately. December 30, 1814." Under the date of November 19, 1819, we find:—"WOOD WANTED. Those of our customers who are in arrears for the Mercury are reminded that WOOD will be received in payment. A few loads are wanted immediately. From those who have no wood to dispose of, most articles of Produce will be received; and even MONEY will not be refused."

To our knowledge the Mercury advertised for Wood, by way of exchange, from 1810 to 1819, and under the date of Friday, October 12, 1810, it printed the following:—"MORE RAGS WANTED. Cash paid for clean Cotton and Linen Rags, at this office; also received in payment for newspapers and advertisements."

An item of interest we quote from the Bristol Gazette:—"WOOD will be received of subscribers in arrears, if delivered at this office immediately. October 16, 1812." "Most articles of country produce will be received of those who cannot conveniently pay cash. December 18, 1812."

The newspapers of the day carried notices akin to the following that their subscribers would not be embarassed by the lack of cold cash:—"To accommodate those in this vicinity who find it inconvenient to pay money, and have Wood, Butter, Cheese, Grain, Vegetables, etc., to dispose of, they are informed that such articles will be received in payment, if offered soon. Friday, November 8, 1811."

CHAPTER VIII

The Fairhaven Branch Railroad

Mattapoisett Celebrated. — The promoters of the Fairhaven Branch Railroad rapidly pushed forward the work of construction. On Saturday, April 9th, and on Sunday, April 10, 1853, about one hundred Irish laborers arrived in Fairhaven, armed and equipped with barrows, picks, shovels, and other implements of railroad construction. Shanties were erected along the line of the contemplated route, and work began on Monday, April 11, 1853. Cars ran through from Fairhaven to Mattapoisett on the morning of Thursday, April 20, 1854 for the first time. The great event was celebrated by a Ball at Mattapoisett. The last rail on the road was laid on Monday, August 14, 1854.

The construction of the Fairhaven Branch, Tremont Line, was not accomplished without accidents. On Monday, August 21, 1854, about 6 P. M., Mr. Briggs, one of the overseers, boarded a dirt-car, not knowing that the pin which prevented tipping and dumping had not been properly fastened. He was precipitated upon the track. One leg was cut off and the other frightfully mangled, from which he did not recover.

Regular trains began running on Monday morning, October 2, 1854. A train, with the president of the Company and other officials, passed over the Road on the afternoon of the preceding Saturday. This Road, with a trackage of a little more than fifteen miles, beginning at the wharf and terminating at the Tremont Works, East Wareham, had way stations at Mattapoisett and Sippican. Nearly two hundred passengers passed over it, forty-five of whom were brought from the Vineyard by Steamer Metacomet and bound for Boston. The conductors on the Branch were Stoddard, Judd and Manter. The travel during the first twelve days, averaged 260 passengers per day, making a total of 3,120 passengers for two weeks.

The tooting of the locomotives, the ringing of the bells, and the sight of the moving engines were novelties to many equines. On Saturday, April 21, 1855, Capt. Arthur Cox was severely injured by the upsetting of his carriage at the Fairhaven railroad station, when the horses became frightened.

An old, three-story, wooden building, the flooring between the first and second stories of which was removed that the train might enter and exit, was used as a depot. Part of this wooden structure, used for the first depot, was used previously as a sail-maker's loft, that of Hitch, Taber & Company. The loft was afterwards located in the stone factory once a ship chandlery.

The locomotives, on the Fairhaven Branch, had both names and numbers, at least until all the town fathers were adequately honored. The locomotive "Gibbs," named in honor of William L. B. Gibbs, brand-new in 1854, was used until the last part of the year 1879. It went to Tremont, with the train, on the afternoon of Wednesday, April 4, 1855, in twenty-eight minutes, and the locomotive "Fairhaven" returned in twenty-five minutes. The "Fairhaven" was put on the Branch on Friday, October 13, 1854 when fresh from the factory. Other locomotives were the "Kingston," the "T. B. Wales," the "Charles L. Wood," the "Bay State" and the "Cohasset."

Eighteen years after the incorporation of the Branch, the Standard described one of the iron horses as follows: "NEW LOCOMOTIVE. Locomotive No. 385, from the Rhode Island Locomotive Works, arrived in Fairhaven last evening (Wednesday, January 31, 1872), in charge of Mr. Drake, for use on the Fairhaven railroad. The engine weighs twenty-seven tons. His name, "Charles L. Wood," is neatly painted in black letters on the cab, and at the rear of the tender is "C. L. Wood," in a monogram which requires some study before the letters "ood" are found."

Under the 29th of June, 1872, we find: "Steam power has been availed of, for discharging coal from vessels at the Fairhaven railroad wharf. The apparatus is driven by the engine in the repair shop through a line of shafting which extends along the south side of the depot. Additional side tracks for coal cars have been laid and the road now has excellent wharf facilities."

Wood for Fuel. — Let it be remembered that the locomotives which were used on the Fairhaven Branch, established in 1854, were fitted to burn wood as fuel, and were not altered for the consumption of coal until 1860. At that time it was considered remarkable for the engine "Richard Borden," which drew the express train to Boston, to make the trip in one hour and fifty-five minutes. The coal-burning locomotive was featured in the newspapers of December 1856.

In February, 1881, we waited in vain for the incoming train. Because an insufficient supply of coal had been loaded on the tender, the iron steed refused to budge beyond Hammond's Crossing. The

entire train crew were forced to forage rails and fences, managing thus to tease the obdurate "horse" to move toward Fairhaven, arriving one hour late.

Two Stations Destroyed by Fire. — The destruction by fire of this Fairhaven railroad station occurred on January 21, 1858. By May of that year a new station was completed. About a year and a half later a heading appeared in The Daily Mercury as follows:— "Another Great Fire! Burning of the Fairhaven Depot. Loss about $10,000." At 2:30 o'clock on the morning of August 30, 1859, flames were discovered belching forth from the station of the Fairhaven Branch Railroad, which reduced to ruins the building and its contents. This fire, like the depot fire of 1858, was of incendiary origin.

On August 31, 1859, they purchased of Seth S. Swift a small building which was removed from Main street, near Bridge street, to the depot site, to be a ladies' waiting room and ticket office until the new depot was ready. This building was built for A. T. West and occupied as a grocery store for a short time.

At a meeting of the directors of the Fairhaven Branch Railroad held on October 1, 1859, the proposals for building a new depot were examined, and the plan advertised was considered too expensive. However, within four days of the above announcement the new depot was awarded to Henry Pierce, architect, of New Bedford. The dimensions were reduced to be 125 feet long and 50 feet wide. It was to be near the landing with projecting roof, extending to the landing, to afford complete shelter to passengers to and from the ferryboats and cars. This substantial, brick depot, the foundation of which was laid on Wednesday, October 12, 1859, was completed on December 19th of that year. Thirty men were employed to expedite the construction.

This description tallies with the memories of many of the citizens. With a proposal accepted by the officials of the railroad, up went the brick station, the only one known by anyone now living, which stood for three score and ten years; then down it came in 1929, as we all remember, the passenger service being discontinued.

Fatal Accident. — "FATAL ACCIDENT, on the Fairhaven Railroad. On Saturday evening, shortly after the express train from Boston left Tremont, the fireman, Mr. Wilson Barstow, went forward upon the engine to oil the cylinder, and while engaged in that duty missed his hold and fell. After the train proceeded some distance, he was missed by the engineer, and the train was stopped and

backed. He was discovered lying near the track, insensible. He was taken on board the train and conveyed to Fairhaven, the place of his residence, where medical aid was called. His skull was broken, and three fingers of his right hand completely cut off. He continued in an unconscious state until four o'clock Sunday morning, when he expired. He was twenty-three years of age, unmarried, and by his industry and the faithful discharge of his duties had won the regard of all who knew him." Monday, January 23, 1860.

Other Accidents. — One gruesome accident marred the railroad record for 1865, and this was as follows: — "FATAL ACCIDENT. In the Fairhaven Railroad depot, on the afternoon of August 14th, just before the Boston train left, and while some cars were being moved to a side track, Mrs. Esther Sanborn, a widow belonging in Lynn, aged 35 years, attempted to get on board while the cars were in motion, supposing the train was leaving, and was thrown upon the track. The wheels passed over part of her face and neck cutting off one cheek and her chin, and causing almost instant death. Coroner Terry was called but an inquest was deemed unnecessary."

Our Fairhaven Branch Railroad, of approximately fifteen miles, took us to Tremont, and on to Boston. Under the date of Saturday, August 24, 1867, we read: — "A STATION WITH TWO NAMES. The railroad station at the junction of the Cape Cod and Fairhaven Branch Railroad is, for the perplexity of travellers, named West Wareham on one side and TREMONT on the other. The tickets and advertisements of each road are printed according to its own ideas of a suitable name for the place."

On Thursday evening, October 15, 1868, 14 years after the completion of the Road, the locomotive, when about one mile this side of Marion, ran into a herd of cows, killing two and breaking the legs of two others, proving conclusively that track pasturage was extremely hazardous.

On Friday, July 15, 1870, Church Holmes, watchman at the Fairhaven depot, was presented with the sum of $96 by his Fairhaven friends, to replace a cow killed by the locomotive the preceding week. Mr. Seth H. Keith made the presentation speech.

In 1858, Leonard Briggs was working for Paulding's Fairhaven Branch Railroad Express. In 1872, Mr. Briggs became freight handler. He was drowned on Sunday, September 29th of that year, aged 41. Mr. George A. Jenney who married Sarah F. Pierce in 1873, became freight handler in 1874, serving in that capacity for

more than thirty-five years. Mrs. Jenney died in May, 1889, in her 37th year. Mr. Jenney died in August 1913, aged 63.

The telegraph office at the depot of the Fairhaven Branch Railroad was ready for business on February 28, 1879, with Mr. Jotham Goodnow as telegrapher, followed by Mary Butler in the following year.

In June, 1879, the gates at the Main street crossing were erected. In July, five years before, the railroad gates were placed at the New Bedford bridge crossing.

Gasoline-propelled passenger cars were operated on the Fairhaven Branch in January 1922.

More Fatalities. — Several tragic accidents have occurred on the Fairhaven Branch. Omitting those of recent years, we mention that of Nathan Millett, brakeman, who was knocked from the train at the Sconticut Neck bridge on November 28th, and died on December 5, 1867. On Sunday, May 25, 1873, Mr. Alexander Bannon was injured by the handcar which passed over him on the Fairhaven Branch. He died the following Saturday night. In July 1889, Benjamin F. Shurtleff, aged about 36, met his death in a railroad accident at Mattapoisett. Mr. Shurtleff and Gertrude E. Bentley were married in October, 1885.

In the spring of 1879, the Relief Engine Company of Oxford Village organized with the following officials: Foreman, Joseph C. Omey; 1st Assistant, Henry T. Willcox; 2d Assistant, Edgar C. Taber; Clerk, Benjamin F. Drew. On July 7, 1872, a special meeting of Relief Engine Company, No. 5 was held and resolutions adopted on the death of one of their members, Joseph Eldredge, the notice of the meeting being signed by A. G. Bourne, Clerk. Ansel G. Bourne, bookkeeper at the Tack Works, died in January 1885, the only son of Anselmn D. and Sarah H. Bourne, aged 31.

There was a particular reason for summoning the members to a special meeting, unknown to most of Fairhaven's citizenry. On Wednesday evening, January 31, 1872, a new locomotive of 27 tons, for the Fairhaven branch, arrived in Fairhaven with "Charles L. Wood" neatly painted on the cab. It was also known as No. 385. On the morning of Saturday, July 6, 1872, this same locomotive with eleven flat cars, two box cars, one baggage car and two passenger cars slowly left the Fairhaven depot bound for Mattapoisett and stations beyond. It arrived at Mattapoisett without mishap, and left that station for Marion, but about three quarters of a



William P. Jenney House — Faced Union Street, Northwest Corner of Green Street

mile the other side of Mattapoisett the train ran into a herd of eleven cows. The engine was thrown from the tracks, tipped over on its side, and the forward end of the boiler penetrated the bank. The tender was thrown completely over the engine. Eight flat cars were hurled from the track and piled upon and around the engine. The freight and passenger cars and occupants were uninjured. As soon as possible the passengers rushed to the immediate scene of the disaster, finding the engineer, Henry Waldron, and the fireman, Joseph Eldredge, covered with debris. Mr. Eldredge, who had nearly every bone in his body broken, it was said, showed faint signs of life, but Mr. Waldron had been scalded to death. Both lived in Fairhaven and Mr. Waldron had been on the road, which opened in 1854, for 15 years. Five cows were killed. The jury for the inquest was made up of I. F. Terry, James S. Robinson, James I. Church, Tucker Damon, Jr., and Bartholomew Taber.

The flag of the Relief Engine Company was placed at half-mast, as was the one on Eureka Lodge, and the one on the ferryboat "Union." Mr. Waldron was in his 56th year and Mr. Eldredge was only 30 years of age. The loss to the company was estimated to be $8,000.

Ferryboats. — "Acushnet," "Fairhaven," "Union," "Agnes," "Weetamoe," "Zephyr," "Fairhaven" (1896), *"Yvonne," and "Winifred."* — Under the date of May 6, 1833 the Mercury carried the following: — "NOTICE. The sloop boat Helen, Capt. Benjamin Kempton, will commence running this day, (Monday, May 6, 1833) as a regular Ferryboat, between New Bedford and Fairhaven, every morning at sunrise, and continue to run through the day until 8 o'clock P. M., stopping 10 minutes on each side of the river. Fare 6¼ cents." In another column this is added: — "Ferryboat. It will be seen by an advertisement that a ferryboat for passengers has commenced running between New Bedford and Fairhaven. The undertaking promises to be of public advantage in facilitating the intercourse between the two places, and we doubt not will meet with liberal encouragement. We learn that the fullest confidence may be placed in the skill of those to whose management the enterprise has been entrusted."

The first ferryboat, as we understand the term, that plied between Fairhaven and New Bedford, was called the Acushnet. This was in the early thirties. The precise facts are these: — "The Acushnet, a fine vessel of about 70 tons, intended as a steamboat for the transportation of passengers, etc., between New Bedford and

Fairhaven was launched on Friday, May 24, 1833, at noon, from the ship yard of Messrs, Fish and Delano in Fairhaven."

The next ferryboat was the FAIRHAVEN, advertised as follows: — "NEW STEAM BOAT FAIRHAVEN. The steamboat Fairhaven will commence her regular trips between New Bedford and Fairhaven tomorrow (Tuesday, June 23, 1835), leaving Fairhaven at 4:30 o'clock A. M. and will leave Fairhaven for the last time at half past 7 o'clock P. M. (Signed) Daniel Montague, Agent." This new ferryboat, Fairhaven, which was built in Philadelphia, arrived on Sunday, June 21, 1835. It was further announced by the Company that the steam ferryboat, Fairhaven, would run every day from sunrise until a few minutes after sunset, except on Sunday and Thursday, when the boat would run until 9 P. M., if fair weather, for the accommodation of those who wish to enjoy the evening breezes from the water.

The Center street wharf, once the terminus of Center street, was a lively place before the advent of the Fairhaven Branch Railroad with its boat transportation to New Bedford. "FAIRHAVEN FERRY COMPANY. The annual meeting of the stockholders of the New Bedford and Fairhaven Ferry was held last Saturday (February, 7, 1852), and the following persons chosen directors:—E. Sawin, F. R. Whitwell, W. R. Rodman, I. H. Bartlett, I. H. Bartlett, Jr. Ivory was the first name of the Bartletts. The Fairhaven starting point of the ferry at that time was the "Old Ferry Wharf" or later "Center Wharf." The old ferry wharf was sold to I. H. Bartlett of New Bedford for $2,900 in July 1856.

We are familiar with the names of the ferryboats, "Fairhaven," "Union" and "Agnes." Fewer, however, remember the one advertised as follows: — "THE FERRY. The ferryboat, 'Weetamoe' arrived yesterday and will take the place of the 'Union.' Friday, October 10, 1862."

"WEETAMOE. The ferryboat Weetamoe this morning (Monday, October 13, 1862) took the place of the 'Union,' and will probably be on the route about a month. This ferryboat was named after "Weetamoe," the wife of Wamsutta.

And still another ferryboat is advertised: — "FERRYBOAT ZEPHYR. The ferryboat Zephyr, Capt. C. W. Coggeshall, will run regularly, twice each hour, every Sunday, between Fairhaven and New Bedford, commencing at 7 a. m. and running until 8 p. m., leaving Fairhaven on the last trip at 8 p. m. Fairhaven, May 18, 1861."

Old ferry tickets have recently come to light. Before us lie two ferry tickets, one is worded as follows: — "Fairhaven Railroad. Season Ticket. Not transferable. Pass Lucy Damon. Between Fairhaven and New Bedford. From November 1, '65 to February 1, 1866. (Signed) Warren Ladd, Supt."

The ferry was discontinued in 1873, then after many years, restored. On the reverse of the second ticket we read: — "This ticket was purchased the first trip of the ferry, February 24, 1896. (Signed) Z. W."

The new ferryboat "Fairhaven" was launched last week (Feb. 1896). For 23 years the ferry had been abolished. A quarter of a century later the "Yvonne," an open boat, succeeded the side-wheeler, and in February, 1921, the "Winifred" went into commission making her last trip on March 30, 1929. The ferry became an institution of the past.

CHAPTER IX

Meeting Houses and Churches

The Congregational Meeting House. — This Congregational meeting-house site was purchased one hundred fifty-seven years ago. Four years after the purchase of the land, the structure was raised. This building, forty-five by eighty feet, made attractive by grass plots and trees at regular intervals on the street sides, and having a spacious gallery in the auditorium, faced the south.

The first minister of the local meeting house, established in 1794, was Rev. Isaiah Weston, a man about 24 years of age, who served from 1795 to 1808. Mr. Weston was graduated at Brown University in the class of 1793, having received from that institution, which was founded in 1764, the degrees of A. B. and A. M. He died in 1821, aged about 50.

Discipline was exercised during the initial ministry. Isaac Drew, who purchased, in 1762, the lot at the southeast corner of Main and Center streets, and built the Drew homestead which was demolished in 1903, had duties assigned to him for the Sabbath. At an adjourned church meeting, held on the 11th of April, 1795, it was voted that Isaac Drew be appointed overseer to keep the boys in subjection in the meeting house, during the intermission on Sundays.

On April 9, 1803, it was voted that Mr. Weston be requested to notice any disorderly persons in the time of service in this house (afterwards Phoenix Hall), and that he call such disorderly person or persons by name at the time of their disorderly behavior.

From the time of Mr. Weston's resignation in 1808, to 1813, a period of nearly six years, no regular minister officiated, but in the latter year, Mr. Abraham Wheeler was called. Mr. Wheeler became pastor when he was about 25 years of age, remaining here until 1818. He died in 1857, aged 69.

In 1820 came Rev. Paul Jewett who was then about 40 years of age. He remained in Fairhaven two years. Mr. Jewett received from Brown University the degrees of A. B. and A. M. He was born in 1780, and died in 1841, aged 61.

Rev. William Gould, who began his pastorate in 1823, at the age of 31, in the room afterwards designated as Phoenix Hall, was an active and enterprising individual, serving that church for seventeen

years, the longest pastorate in the wooden building, during which time it reached its acme of prosperity. Mr. Gould died in 1871, at the age of 78.

Rev. Jacob Roberts, born in England, came at the age of 28 to assist Mr. Gould. He continued at the old meeting house until the services were transferred to the new structure on the northwest corner of Center and William streets.

The "Brick" Church. — The land for this church over which Mr. Roberts presided until 1855, was purchased in 1844 as shown by three recorded deeds. It was stated in the journals of the day that on July 8, 1844, the cornerstone of the Congregational church building was laid with appropriate exercises, the newspaper notice being worded as follows: "The Corner Stone of the new church now being erected in Fairhaven by the Rev. Mr. Roberts' Society, will be laid with appropriate services this afternoon at 6 o'clock, Monday, July 8, 1844."

Scores have looked in vain for this stone. Inquiries resulted in obtaining no information leading to its location. We quote: "The Congregational Church comes next. I was at the laying of the cornerstone in 1844, aged six years, and remember the scene very well. (Signed) George H. Richardson, Newport, July, 1895."

With the land purchased, the cornerstone laid and the building erected, the next step was its dedication. This took place on Wednesday, September 3, 1845, with appropriate and impressive exercises.

Mr. Roberts was for seventeen years pastor of the First Congregational Church in Fairhaven. He died in 1894.

After Mr. Roberts, came the Rev. John Willard at the age of 28, faithfully serving from 1855 to 1867. During his pastorate the beautiful iron fence was erected at a cost of $1,500. Mr. Willard died on December 1, 1913, aged 87. The cost of the church building, including a bell weighing about 1,500 pounds, from the manufactory of H. Harper & Co., of Boston, was approximately $30,000.

Following Mr. Willard, came Rev. Avery S. Walker at the age of 36. During the pastorate of Mr. Walker, who served from 1868 to 1871, the steeple which had towered into the ethereal realms above, for a quarter century, was blown down. Rev. Winfield S. Hawkes followed Mr. Walker and remained three years.

Rev. William Carruthers came to Fairhaven in 1878, remaining until 1886. Mr. Carruthers was born in Liverpool in 1835. He died in August, 1905.

The ministers following Mr. Carruthers were Rev. Frank H. Kasson, Mr. James M. Lewis who received the Ph.D. degree in 1895, Rev. Harvey B. Greene who remained two years, and Rev. Dorrall Lee. Mr. Lee became pastor in this town July 1, 1893. He removed to Wellfleet in February, 1897. Mr. Lee died in March, 1940, in his 92d year.

The ministers following Mr. Lee were: William H. Broadhead, 1897-1900; Frederick B. Lyman, 1900-1909; James A. Lytle, 1910-1921; Claude A. Butterfield, 1921-1923; George D. Owens, 1924-1928; John H. Maddaford, 1929—.

"A Condensed History of the First Congregational Church" may be found in "The Fairhaven Star" of July 22, 1921.

Lincoln, Garfield, Sheridan, Grant. — We sometimes wonder just how many persons have ever heard the musical sound of the meeting-house bell, the first church bell in Fairhaven, now in the belfry of the Oxford school; the bell that hung in the tower (demolished in 1940) on the northeast corner of Main and Center streets for nearly a century and a quarter, and has already passed more than thirty years of its existence in the north part of the town; the bell that we found, on climbing to the belfry, bears the following words:

"The Living to the Church I call
And to the Grave I summon All."

This is the bell, weighing 756 pounds, installed in the old structure in 1796, that, after proclaiming the above message for nearly half a century, remained silent for nearly three score years and ten except when tolled on the deaths of Abraham Lincoln, President Garfield and General Sheridan. The Star of 1885 adds:—"Upon General Grant's death, the bells of Phoenix Hall and the Congregational church were tolled by representatives of the STAR." Lads, bent on celebrating the Fourth of July, have gently tapped the bell on numerous anniversaries.

To summarize: Bell placed in tower in 1796; Remained in the old meeting-house building for 118 years; Served the meeting-house for 49 years; Remained comparatively silent for 69 years; A Fairhaven resident, to date, 151 years.

Center Congregational Church. — A little less than half a century after the Congregational Meeting House had been erected, that is, during the pastorate of the Rev. William Gould, a second secession experienced by that body, occurred, this time the admirers of Mr. Gould withdrawing and purchasing land for the erection of their meeting-house.

The trustees of the Center Congregational Church, as it was called, were John G. Church, Weston G. Robinson, Roland Fish and Charles Damon. On May 28, 1841, they bought of Francis Rotch et al. (ten in all), for $1,154.44, the land, a deed of which was signed January 26, 1842, and recorded on January 27th of that year.

This land extended from Walnut street to William Rotch's land, that is, to the schoolhouse lot. The land between the present Methodist east boundary and the schoolhouse lot was sold by the meeting house trustees, in 1842.

In June, 1841, Mr. Eaton began the construction of the building, to cost $5,600. Six months later the completed building at the northeast corner of Center and Walnut streets was accepted. Here the society worshipped until 1849, when, with a debt of approximately $2,500, it disbanded. They had during their stay at the new building two pastors, Rev. William Gould and Rev. Daniel W. Poor.

The Methodist Chapel. — There are yet in town many who attended high school in the building that stood just north of the present entrance to the Fairhaven end of the bridge. Little did the pupils of those days know that they were moulding their future educational careers within the very walls where former attendants shaped their spiritual welfare years before. Instead of school desks, pews were in evidence; here sermons were expounded, Sunday Schools assembled, church meetings were held, etc.

The Methodist chapel was built, and opened for public worship in June 1830. This was, in its inception, a branch of the New Bedford Methodist Society, and so continued until the year 1832.

Before me lies the "Journal of the Board of Stewards and Leaders, called the Official Board." In fact, we have the records of the proceedings of the Fairhaven Society from March 20, 1834 until March 1, 1847. Antedating these records, two preachers in turn served the Station, viz., William Livesey, 1830-1831; Rev. Leonard Griffin, 1831-1832.

Let us look within these long-lost records to ascertain what was taking place before this building was ever considered for a public

educational institution. Rev. Nathan Paine served as Preacher-in-Charge from 1832 to 1834. At a special meeting of this Board, held on March 20, 1834, at the house of Rev. Nathan Paine, the following members were present: Dennis McCarthy, Joseph B. Morse, George Howland, James W. Dyre, Joseph Millett, Nathan Paine. It was recorded also that "John and Elizabeth Bunker were proposed for baptism and passed." At this meeting it was voted "that a committee of three be raised for the purpose of drawing up rules for the government of the Board of Stewards and Leaders." Dennis McCarthy, James Tripp, 2d and James W. Dyre made up that committee.

At a special meeting of the Board, held on April 2, 1834, the committee, delegated to draw up the rules, made its report, article by article, nine in all, which was accepted. This work was headed "By-laws for the Government of the Board of Stewards and Leaders of the Fair Haven Station, adopted April 2, 1834." This word "station," in Methodist usage, designated a single church as a settled pastor's sole charge, in contradistinction to a circuit. The term "leader" used above, has the meaning in Methodist circles of a class leader — one who has supervision of a section of a church or congregation.

It was voted "that it is expedient for the Preacher-in-Charge to present the case of all candidates for baptism for the concurrence of the Board before administering the ordinance to such person or persons."

We note by the records dated July 2, 1834 that Rev. Lewis Janson was Preacher-in-Charge. Mr. Janson's term was 1834—1835. When rumors were afloat regarding personal delinquencies such as non-payment of debts, business failures, absence from church or board meetings, these were investigated, and the Board decided the fate of the unfortunate either with or without trial. On August 10th and again on December 22d of the year 1834, several persons were scheduled for trial for neglect of Society duties.

The proceedings under the Rev. Daniel K. Banister who, according to the Brief History of Fairhaven, served from 1835 to 1836, were not recorded. This same History gives the date of the term of Rev. David Leslie as 1836-1838. The records before me, however, with the caption "Fairhaven Station, July 1, 1835," gives the name of Rev. David Leslie Preacher-in-Charge.

At this time, it was voted "that the Sabbath collections be dispensed with," and that "two ladies be appointed to circulate a

subscription paper, and that Priscilla Swift and Sally Millett be that committee." George Howland applied for a license to exhort but the application was laid on the table. The estimated expenses for the year were $510.90 Ten persons on probation were passed for full membership.

On September 2, 1835, and again on September 30th of that year, classes were examined. On the latter date, one individual, it was voted, be made the subject of pastoral labor in reference to her reformation or expulsion from the church. Cases of alleged breach of discipline were constantly coming up for consideration. Some persons were continued, some discontinued, some dropped, some passed for full membership, some withdrew. Investigations, inquiries, admonitions and censure were common. Committees were often appointed to converse with members in relation to their breach of discipline.

At this meeting, it was voted "that a committee be raised to take the singing department under its special supervision." Another step forward was taken at the meeting held on January 4, 1836. It was voted "that it is expedient that we have a Clerk for the church, and that Timothy I. Dyre be Clerk." One committee, appointed to make investigation, was dismissed for neglect of duty.

On April 27, 1836, the committee on one individual's case reported that "his reason for wishing to withdraw is that he is not with us in Doctrine and Discipline." On May 31st, a woman was dismissed without trial from the church for breach of discipline.

On March 15, 1837, there was no preacher, and it was Resolved: "That it is, in the opinion of the Board, expedient that we have a preacher the ensuing Conference year, if it be agreeable to the will of the church." It was also Resolved: "That it is expedient some person should see that our prayer meetings should be opened and closed at a proper time while we remain without a preacher, and that George Howland be chosen for that purpose."

There is no record of the pastorate of Rev. Henry Mayo. Next we find the church under officials as follows:— "Fairhaven Station, August 7, 1839. Rev. Apollos Hale, Preacher-in-Charge." Members of the Official Board were, Rev. Apollos Hale, president; J. B. Morse, secretary; Class Leaders; Joseph Millett, John Bunker, Dennis McCarthy, James Tripp, 2d, J. B. Morse. Trustees and Stewards; Joseph Millett, John Bunker, James Tripp, 2d, Dennis McCarthy, J. B. Morse.

During the pastorate of Mr. Hale, we find the following recorded:— "September 2, 1839. Board meeting held this evening in Vestry of Chapel. "Voted that Brother Hale be requested to visit (several) and make known to them the feelings of the church respecting their neglect of attending the means of grace, and tell them of the course that will be pursued in case they do not amend." "September 5, 1840. The probation of fifteen having expired, they were approved for full membership."

"October 27th. The probation of 28 having expired, they were approved for full membership." "June 4, 1841. The case of members whose probation has expired, it was moved that fifteen be dropped."

Isaac Stoddard was Preacher-in-Charge, 1841—1843, his name being first mentioned under the date of October 8, 1841. Records during his pastorate include the following:— One member left the church under censure for intemperance. "Voted that a committee wait on (man and wife) and others who walk disorderly." "Moved that two women be expelled from church for improper conduct and neglect of duty." Many members were dropped. "Voted that Brother Stoddard be a committee to wait on (several) to admonish or reprove them as their cases may require." "Voted, February 13, 1843, Brother John Alden be door-keeper at the Love Feast." The last date in the records of Mr. Stoddard's pastorate was May 8, 1843.

Rev. Nathan Paine who was Preacher-in-Charge, 1832-1834, became Preacher at the Fairhaven Station for the second time, the first Board meeting being under the date of July 31, 1843. The meeting started off by "voting to adopt the By Laws of 1834 for the government of our Board meetings." Only one other meeting was recorded, that under the date of August 28, 1843, the records then being lacking until June 1844.

Under the date of June 1844, we find the "Fairhaven Station" with John W. Case, Preacher-in-Charge. The only recorded meeting was dated October 28th. Several names were taken by request from the church book. These were known to us in later years and were esteemed individuals. One Brother stated that the members in the class in his neighborhood with the exception of two did not attend class. Mr. Case said he would visit them.

George W. Brewster became Preacher-in-Charge with the first recorded meeting (at Chapel), dated September 8, 1845. At this meeting John Alden was chosen Treasurer. It was voted to take up a collection in the congregation once a month. Records of subse-

quent dates follow. "Estimating committee report $400 required for the support of the Preacher and family for the year ensuing." "Voted to discontinue the use of alcoholic wine at the Sacrament." "Voted Br. Maxfield a committee to circulate a subscription paper to raise money to pay the violin player." "Voted H. H. Taber, William Waterson, J. Alden, S. Leavitt a committee to solicit subscriptions for the purpose of discharging the debts of the Meeting House."

The preceding Preacher-in-Charge evidently had not been paid in full so it was voted "that Br. Alden appropriate the communion money in his hands to meet the demands of Br. Case." Preacher Brewster reported that an Oxford lady was excusable for not attending the means of grace. "Voted to appoint two brethren to provide seats for such strangers as shall attend our meetings, Br. Jonathan Gifford on the north side and Br. John Alden on the south." "April 20, 1846. Settled with George W. Brewster and took his receipt for $150.57."

Micah J. Talbot, Jr. became Preacher-in-Charge in 1846. On April 20th of that year, the records open, extending to March 1, 1847, when the last minutes of a meeting were recorded. During this time we find that a committee waited upon two gentlemen whom we knew in after years. They refused to endure the criticism, and both withdrew. They were always much respected citizens. The estimating committee reported that $300 was required for the support of Preacher that year. Page after page was devoted to reports from the class leaders. The following is typical:—Mr. Leavitt reports 16 members in his class; average attendance, 4. Mr. Burns, 13 in class; average attendance, 5. Mr. Maxfield, 17 in class; average attendance, 4. Mr. Alden, 22 in class; average attendance, 8. Mr. Maxfield's class was discontinued for a season. Inquiries and conversations respecting delinquent members continued. Some withdrew. Treasurer reports $16 on hand for the preacher. It was suggested to make a vigorous effort to raise additional funds for the Preacher. It was voted that John Alden be a committee to lay the subject of the Preacher's support before the congregation. "The following receipt was given by M. J. Talbot—Received of John Alden Two Hundred Dollars on account of the Methodist Episcopal church in Fairhaven, (Signed) M. J. Talbot, Jr. April 3, 1847."

The last vote, dated March 1, 1847, was, "Voted to choose a committee of four to ascertain what can be done for the Preacher next year. H. H. Taber, Stillman Leavitt, John Alden, Warren

Maxfield were chosen to fill said committee." Henry H. Taber served as secretary of the Station during this period.

The above records refer to the meetings held in the building which afterwards became the Fairhaven high school. The Methodists took possession of the edifice on the northeast corner of Center and Walnut streets in 1849. Between 1841 and that date the building was occupied by the congregation of the Center Church (Congregational). Before me is "List of the names of the persons connected with the Center Church Sabbath School—January 1846." The Superintendent of the Sabbath School was Joseph Simmons and his Assistant was Eben Akin, Jr. The Librarians were Obed F. Hitch and George Wing. In this Sabbath School, besides the Bible Class, with Joseph Simmons as teacher, there were thirteen classes with these respective teachers:—Class No. 1, Miss Mary A. Poor; No. 2, Miss Harriet E. Fuller; No. 3, Mrs. Abigail Damon; No. 4, Miss Lydia Tripp; No. 5, Mrs. Lydia Cook; No. 6, Mrs. Mary Hammond; No. 7, Mrs. Sarah D. Tobey; No. 8, Miss Lurana Young; No. 9, Miss Mary Terry; No. 10, Charles Tobey; No. 11, Alexander Swift; No. 12, Josiah H. Jenney; also James M. Kempton; No. 13, Frederick Hitch; also Ebenezer Akin, Jr. In brief, this little book contains the names of more than one hundred who attended the Center Congregational Sabbath School before that structure was purchased by the Methodists who occupied it until destroyed by fire.

The Center Methodist Church. — The Methodists, meanwhile, had been holding their services in their chapel, erected in 1830, on a Main street lot just south of the present brick apartment house, near the Fairhaven entrance to the bridge. The gist of the records, during the 19 years at the chapel, appeared under "Old Fairhaven" in the Stars of January 8 and 15, 1942. During that time the chapel became acquainted with fourteen ministers.

Thus an opportunity presented itself to secure the vacated building facing Center street. In April, 1849, the property was deeded by the Center Congregational Church to the Methodist trustees. Here the Center Methodist Episcopal Society worshipped for nearly a hundred years.

There was once a time when Eastern, Central, Mountain, and Pacific time did not exist, but each locality went by the time peculiar to itself. However, 64 years ago, this standard time was put to the test, and it has become so familiar that it seems to have been used

since the creation. Well do we recall when the old town clock in the Methodist tower, like that deceptive Congressional timepiece at Washington, was turned backward, this time to the extent of 16 minutes.

Upon the disbandment of the church at the northeast corner of Walnut and Center streets by the Center Congregational Society, in 1849, the church organ was transferred to the Washington street Unitarian edifice. When the Unitarians emigrated from their old church for their new Memorial church, the organ which had served them for half a century was given to the Methodists who had come into possession of the former Center church. This organ, we are told, after serving there for more than 40 years, was the very organ that perished in the fire of January 19th after a century of usefulness.

The Methodist church building had, on its Walnut and Center street boundary lines, stone posts connected by chains. These were removed in 1893; the curbing was moved back two or three feet and the lot was raised one foot. We find in The Star of September 23, 1893, the following: "The idea of purchasing a new organ for the M. E. Church has been abandoned for the present, and the fund of about $150.00 will be expended in removing the granite posts and chains around the church and making other improvements."

The Center Methodist Episcopal Church building was destroyed by fire in January, 1946.

Clergymen. — The names of the ministers of the Methodist Episcopal Church, including those who officiated at the Chapel which was formally opened in June 1830, are as follows:

William Livesey	1830-1831	Edward A. Lyon	1861-1863
Leonard Griffin	1831-1832	William Livesey	1863-1865
Nathan Paine	1832-1834	Henry H. Smith	1865-1868
Lewis Janson	1834-1835	Frederick Upham, D. D.	
Daniel K. Banister	1835-1836		1868-1871
David Leslie	1836-1838	John Gray	1871-1873
Henry Mayo	1838-1839	Hopkins B. Cady	1873-1875
Apollos Hale	1839-1841	Geo. DeB. Stoddard	1875-1878
Isaac Stoddard	1841-1843	Daniel C. Stevenson	1878-1879
Nathan Paine	1843-1844	Francis D. Sargent	1879-1880
John W. Case	1844-1845	George E. Fuller	1880-1883
George W. Brewster	1845-1846	E. L. Hyde	1883-1884
Micah J. Talbot, Jr.	1846-1848	Henry J. Fox, D.D.	1884-1886

Henry Baylies	1848-1849	William F. Davis	1886-1889
Samuel C. Brown	1849-1851	W. Lenoir Hood	1889-1891
Horatio W. Houghton	1851-1853	Nathan C. Alger	1891-1893
Richard Livesey	1853-1855	George A. Sisson	1893-1895
William H. Richards	1855-1857	William S. Fitch	1895-1896
Bartholomew Otheman	1857-1858	S. E. Ellis	1896-1902
James M. Worcester	1858-1859	M. B. Wilson	
John B. Husted	1859-1861		

A more detailed account of the Churches was published in "The Fairhaven Star" under "Old Fairhaven."

Harbinger of the Unitarian Church. — The Washington Street Christian Meeting House, so-called by Warren Delano, in an advertisement "Pews at Auction," under the date of April 25, 1833, was dedicated in 1832. All was apparently serene until William Miller preached, every afternoon and evening for nearly a week, on his favorite subject — the end of the world — resulting in the withdrawal of 33 individuals from that parish.

The Washington Street Society, however, withstood the shock, and continued to worship there for nearly three fourths of a century, the ecclesiastical heirs finding themselves today in the Unitarian Memorial Church building of indescribable beauty. But just when did this first band of enthusiastic Christians appear in our midst?

Twenty-five years after the first meeting house in Fairhaven, was erected, we find Rev. Moses How, a genuine and sincere revivalist, pastor of the Middle Street Christian Church in New Bedford. A year later, the following was written by Mr. How, under the date of Thursday, November 30, 1820: "In the afternoon we had a meeting at the Academy, in Fairhaven, where a Christian Church was formed consisting of forty-five members who agreed to take the Bible as their only rule of faith and duty; others will soon be added to make the number seventy-five at least; the day being unpleasant prevented their being at the meeting. This is one of the best churches of its size I know of in our connection. They are mostly old persons, and many of them well off in the world, and well able to support a meeting. I trust they will grow and flourish and bear fruit to the glory of God."

Thus, we see that Rev. Moses How was the leading spirit in forming a church group which was the harbinger of the Washington Street Christian Meeting House gathering, finally evolving into the present Unitarian Society of Fairhaven. We learn this from the

very words of Mr. How himself and in his own handwriting which is before us, written more than 125 years ago. He kept a record of his daily doings and the above is one of his entries.

The Old Unitarian Church. — We read that on January 11, 1832 there was a meeting of the subscribers to a fund for building a church, held at the residence of Capt. Warren Delano, resulting in the dedication on December 16, 1832, of the meeting house on the northwest corner of Walnut and Washington streets.

Soon after the meeting of January 11th, the committee swung into action, for in the Mercury we find: "NEW CHURCH IN FAIRHAVEN. The religious society of the Baptist denomination in Fairhaven have recently purchased a site for the erection of a convenient edifice for public worship. It is intended to have sixty pews on the ground floor, a gallery, and a vestry in the basement story. Tuesday, March 5, 1832."

With the site purchased and preliminary plans made, we find the committee ready for proposals as follows: "Proposals will be received by the subscribers until the 16th instant, to dig a cellar and stone it up 7½ feet high; frame of the building 44 x 60 feet. (Signed) Warren Delano, Joseph Bates, Jabez Delano, Jr., Building Committee. Fairhaven, March 12, 1832."

With the cellar dug, the committee asked for proposals to construct the edifice as follows:—"Proposals will be received by the subscribers until the 6th of April next, to build a House of Religious Worship, 60 x 44. Particulars will be made known to applicants by Joseph Bates, W. Delano, J. Delano, Jr., Building Committee. Fairhaven, March 29, 1832."

With the site purchased, the cellar dug, the edifice constructed, the next step was to provide for the congregation, and we find: "PEWS AT AUCTION. In Fairhaven. Will be offered at public auction, this evening, April 25, at 7 o'clock, at the Washington Street Christian Meeting House, in Fairhaven, all the unsold pews in said house. Those remaining unsold, if any, will be leased at auction for one year. Terms at sale. For the Trustees, (Signed) Warren Delano, April 25, 1833."

Then, within eight years, this notice was published: — "Mr. William Miller will deliver a course of fifteen lectures on the Second Coming of Christ, commencing this evening, (Monday, March 15, 1841) at the Christian Chapel, in Fairhaven, and continuing through

the Sabbath and every afternoon and evening till Thursday evening, March 18th. The public are invited to attend."

As a result of this preaching, thirty-three persons withdrew from the Christian Baptist church, forming, with others, an additional religious sect, which afterwards, when Millerism was revived, styled themselves "The Adventists."

"Father" Miller's assertion was to the effect that the world would come to an end sometime between March 21, 1843 and March 21, 1844. Of this he said that he was fully convinced.

This Society, known by various appellations, attended in turn 1. The Christian Church. 2. The Washington Street Christian Meeting house. 3. The Christian Baptist Church. 4. The Unitarian Church. 5. The Unitarian Memorial Church.

From the time of its organization to the time of William Miller, it was presided over by Elders, as follows: Charles Morgridge, Simon Clough, James Taylor, Frederick Plummer, George Kelton, and others until 1830 after which came the following Elders: William H. Taylor, first pastor of the Washington street building, John H. Currier, C. Bennett, Joseph H. Smith, David Millard, Charles Galligher.

Beginning with 1841, two more Elders presided, namely Charles Morgridge and Stephen Fellows. Thereafter we find pastors especially fitted by education to carry on the work. They are listed as follows: Thomas Dawes, 1844-1853; Courtland Y. DeNormandie, 1856-1869; Ellery Channing Butler, 1869-1872; Alfred Manchester, 1872-1877; James M. Leighton, 1878-1891; Don C. Stevens, 1891-1893; H. L. Buzzell, 1893-1896; William Brunton, 1896-

The writer read on a tombstone at Kingston: "Courtland Yardley DeNormandie 1827-1910 37 years at Kingston."

From this point starts "Modern Fairhaven" placing the Memorial Church under that heading.

The Advent Church. — We have made mention, in preceding pages, of the formation of the Advent Society, due to the preaching of William Miller. This group purchased Sawin Hall which was dedicated on November 10, 1866, as a House of Worship. It was used for about seventy-five years when the structure was sold. The pulpit, with its Bible, remains in the position of former days. Two large memorial windows are in the western end of the building.

The Friends' Meeting House. — The Society of Friends, as they chose to be called, erected, on Bridge street, a House of Worship, in 1849. The attendance was small, and the Society not very flourishing. The structure is still standing having taken a quarter turn, and has been converted into a two-apartment dwelling house.

The Friends' meeting-house, although a bit askew, is shown in old photographs in its original position. Some may locate it by the following: — "Malcolm McLane has sold for $1,500 to David C. Wood, buildings and 38 rods land on Bridge street, Fairhaven, next east of the Friends' meeting-house. Monday, February 13, 1871."

The Roman Catholic Churches. — These, with their parochial schools, are flourishing institutions. Their history belongs to "Modern Fairhaven," a contemplated, companion book to "Old-Time Fairhaven." A brief outline, however, is as follows: The first Mass of the St. Joseph's Church was celebrated at Phoenix Hall on May 21, 1905. About three weeks later services were held at the Monastery. The cornerstone of the first St. Joseph's Church was laid on September 24, 1905.

On September 8, 1908, the first Parochial School was opened in the rooms on the first floor of the Church building. Extra rooms were provided and additional property acquired to meet the growing needs of the Parish. Plans for a new Church building were made, and on September 14, 1924, the cornerstone was laid, and the Church, Gothic in design, was dedicated on May 3, 1925. This afforded the opportunity to remodel the first Church building and provide more suitable and enlarged quarters for the school.

In 1908, the Sacred Hearts Academy was founded on the property acquired from John H. and George G. Howland in 1907. More property was acquired, additions were made and playgrounds, with the latest form of equipment installed. The school is held in high esteem by educators in general.

The estate of George A. Briggs was sold to the Sisters of the Sacred Hearts in June 1920.

The Protestant Episcopal Church. — In 1905, the Church of the Good Shepherd had its beginning, in Fairhaven, in a mission of St. Andrew's Episcopal Church, New Bedford, and a mission was opened on North street on December 17, 1905. A Church School was organized and a Ladies' Guild formed. On Easter Day, 1908,

the first service was held in the old stone school house, erected in 1828.

The Mission, in 1918, after being under the sponsorship of the St. Andrew's Church since its inception, was placed under the care of Grace Church, New Bedford.

On Easter Day, April 16, 1922, the first services were held in the newly erected Church building. This Parish, also, belongs to "Modern Fairhaven."

CHAPTER X

Schools -- Public and Private

Old Schools and Old Schoolhouses. — In the early days of Massachusetts, there were no schoolhouses, the schools being generally held in dwelling-houses. There were reasons for the delay in erecting schoolhouses. The early settlers had much to do. Their first thought was to erect a home for the family; next was built the meeting house; then necessity caused them to erect a grist-mill; next came the town pound, and finally the schoolhouse was built. When this project was discussed, they inspected their property and observed that the meeting-house needed repairs to such an extent that it was deemed wiser to demolish and rebuild. So, with the timbers and boards of the first meeting-house, they built the first schoolhouse, sometimes a generation or two after the meeting-house. These schoolhouses, built of old timbers and boards, coupled with the fact that they were poorly constructed, lasted only fifteen or twenty years.

Schoolhouses, generally speaking, came into being in increasing numbers about 1700. A few were, however, built before that time. Some towns had no schoolhouse until after 1800. And what buildings they were! Let us visit one of these early educational structures which, by the way, was often located on the least valuable land in town. We walk and walk, but soon come within view of the "temple of learning." There are no houses in sight. The schoolhouse stands by itself, completely isolated. Many of the schoolhouses of the State, and too many in Fairhaven, had no outbuildings whatever. But let us step within. We knock, the school ma'am appears, and we are welcomed. The pupils are seated, their seats consisting of a long plank resting on blocks. The desks consist of long boards or counters supported on empty flour barrels. In some schools the seats are fastened to the three sides of the building forming a hollow square, with a stove in the center, but in the earliest days fire-places were the only means of furnishing heat. The pupils thus face the teacher. In other schools the desks were fastened to the three sides of the room, in which event the pupils are back to the teacher. We look about. There are no maps, no globes, no charts, not even blackboards. And there was no uniform system of textbooks. The pupils brought to school whatever books the parents procured, and the parents purchased whatever books the peddlers had on hand. Thus there were

as many classes as kinds of books. This lack of uniformity was not wholly dispensed with until 1884 in which year a law was enacted requiring the cities and towns of Massachusetts to furnish to pupils of the public schools text books and school supplies.

The discipline in many schools was poor, some reports stating that the older pupils played cards during school time in defiance of the remonstrance of the teacher. When a teacher became unpopular, the boys saw to it that the chimney was stuffed, causing the smoke to belch forth into the room, driving the teacher and pupils into the open air.

The attendance was also decidedly poor, in some schools, less than 50 per cent of the pupils attending daily, due to the fact that there were ineffective school attendance laws or none at all. In Fairhaven, however, the school board made a regulation to the effect that any child who became absent three days without a good excuse such as sickness, could not return to school for the remainder of the term. The committee reported one hundred years ago, that their regulation was very effective and that far better attendance was the result. He who made that attendance regulation for this town was Jones Robinson, who lived in Acushnet village, a part of Fairhaven until 1860. Mr. Robinson was a teacher for 20 years, a school committeeman for 30 years, and a Justice of the Peace for 40 years. Another member was Frederick Jenney who was a Fairhaven committeeman, and a teacher at $28 per month, having supervision of several schools. He attended Bartlett's Academy. We remember him well as he visited our school in later years. Mr. Jenney died in 1899, at the age of 83. The third member was Mr. Thomas Dawes, pastor of the Washington Street Unitarian church, and the fourth member was Rev. Daniel W. Poor, the second minister of the Center Congregational church, then holding services at the northeast corner of Walnut and Center streets.

Dame schools existed in nearly all the early settlements. The mother, fearful lest her children would grow up in ignorance, set apart a portion of the day for their instruction. The kitchen was the usual schoolroom, and she taught while sewing and cooking. A knock at the door heralded a morning caller who was delighted with the novel school, and straightway asked permission to have her children attend. Other callers came who were in turn granted permission to send their children. The school became so beneficial to the community, that it was subsidized. It became so essential that it was

soon taken over by the community, the harbinger of the district school.

Fairhaven had many private schools a century and more ago. There was the New Bedford Academy, called the Fairhaven Academy after 1812, located originally on the west side of Main street, north of Bridge street. This school served the community for a third of a century.

There was Bartlett's Academy (1842). Mr. Bartlett was principal of the Main street Academy, afterwards opening his school in the double house on the north side of Spring street, fourth house east of Green street, built in 1835. Here John Mung, the Japanese, received a part of his education. Mr. Bartlett afterwards gave instruction in Union Hall, south of the Union Hotel.

Rev. Mr. Gould conducted a private school for a quarter of a century, first in a dwelling house on the east side of Main street in the line of the railroad. When the railroad was established in 1854, the house was moved south of the railroad tracks to the west side of Main street. An ell of the house was moved to a lot at the foot of Walnut street, occupied as we remember by Joseph Morse and family. Afterwards, William Gould's school was removed to the Alden road, some distance north.

In 1839, there were private schools for the instruction of Music and Writing. In 1835, a Miss Blackler conducted a high school for girls. Then there was the noted school for little tots, said school being located on the south side of Washington street, about half way between Main and William streets. In this small, two-story building, belonging to the Stevens family, Miss Mary T. Stoddard taught for 20 years, from 1846 to 1866. Afterwards this school was taught by Nellie Buttrick, daughter of Jonathan T. Buttrick, the latter being our postmaster during the Civil war. Another school, advertising a century and a quarter ago, was the Fairhaven Vestry School, purporting to teach all Grammar school subjects and all high school subjects through navigation.

But let us come to the Fairhaven District Schools, the last buildings standing, before the days of consolidation, transportation and improved gradation. A school district was a section of a town centering about the school of that community. The district and the district schoolhouse each had the same number, the number appearing on the schoolhouse above the entrance. That section or part of the town went under different names, e.g., precinct, parish, society, squad-

ron, division, diocese, ward, quarter, angle, skirt, rick, district, etc., the last mentioned becoming the general designation, since that word was used in the enactment of the law pertaining to school districts.

Fairhaven was favored by schools before the Revolution, one being located on schoolhouse hill, afterwards being known as meeting-house hill, said hill being situated on the line of Center street between Main and William streets. From the front entrance of the Pope house, on the south side of Center street, one walked on a level or horizontal to the street. Today Center street, being cut down, causes one to ascend several steps before entering this house opposite the Congregational church. The schoolhouse on the hill was erected before the Revolution and remained there during the Revolutionary period, but, in 1790, the lot on the northeast corner of Main and Center streets was sold for meeting-house purposes and the schoolhouse was forced to move. Up Main street, it went, stopping immediately north of the later site of Dunham's stable. Here it was transformed into a dwelling-house, and here lived Nabby Christopher, and Nancy Neptune and John Mills, and others, until its demolition by Edward Manchester, Jr., who had purchased the lot on the southeast corner of Spring and Main streets where he, after filling in the lot, erected in 1886, the two-story apartment house that stands there today.

Fairhaven had nineteen school districts, those numbered 1 to 9 being in Acushnet Village, a part of Fairhaven until 1860. We will now enumerate and describe the district schools that belonged to the present township of Fairhaven. These districts were numbered from 1 to 19, with the exception of No. 18 which was set off from District No. 6 in Acushnet, in 1837, but were re-numbered in 1862 when No. 10 became No. 1; No. 11 became No. 2; No. 19 became No. 3; No. 12 & 13 became No. 4; No. 15 became No. 5; No. 16 became No. 6; No. 14 became No. 7 and No. 17 became No. 8. This change in numbers took place after a town meeting, held at Sawin's Hall on William street in April 1862, article 17 reading as follows: "To see if the town will re-number the School Districts."

Under the older classification, No. 10 was called the North Fairhaven school or the Royal Hathaway district, the schoolhouse being known as the Pink schoolhouse. This schoolhouse was built in 1856 near the town line. In July 1874, it was moved south and located on the town farm land. On Saturday, May 22, 1886, it was sold at public auction to Amos Rogers for $52, and subsequently was transformed into a dwelling-house now located at the northeast

corner of North Main and Coggeshall streets. This school, in its original location, had teachers known to the present generation. For instance, in the winter of 1871-72, and in the following spring, the teacher was Miss Amanda F. Sears who afterwards taught at the Stone schoolhouse at Oxford Village, and subsequently was principal of the Center Street Grammar School, later becoming teacher of the Rogers School when it opened in 1885. In the summer and winter, following Miss Sears at the North Fairhaven school, we find one who is still among the citizens of Fairhaven, interested in everything that transpires notwithstanding her age of 92. She lived in the house on the north side of Bridge street, west of Main street, now numbered 12, and owned at the present time by Mr. Clifton A. Hacker. From her home, she walked to her school on the Acushnet line, and walked home after school had closed for the day. In winter, when conditions permitted, she sauntered down to the river from her Bridge street residence, buckled on her skates, and skated to the Pink schoolhouse at North Fairhaven. The town report tells us that the name of that teacher was Belle L. Cowen. Miss Isabella L. Cowen and Benjamin G. Perry were married on August 14, 1877. Many of us know the son, Mr. Lewis Perry, and all know the daughter, Miss Grace B. Perry, the latter living with her mother at 57 Main street.

Returning to the subject of the North Fairhaven school, we note that, in the winter of 1874-75, the teacher was George H. Tripp who became one of our foremost citizens.

District No. 11 was at Oxford Village and was called, in the committee report, the "Point School." The land, 20 rods, according to a recorded deed, was purchased of John Taber, in 1828, for $20.00. An agreement to build was dated March 17th of that year, the schoolhouse, 20½ by 36 feet, to be finished within five months. The price paid was $520.01. It accommodated 64 pupils, there being 24 double forms, and 16 single ones. This school served the community for more than half a century. In 1847, the building could not accommodate all the pupils, so the younger children were taught in the basement of a nearby dwelling house. An additional, new schoolhouse, however, called the "Oxford Street School" was erected in 1848, and was located about half way between the Union Chapel on North street and the Relief Engine House on Oxford street. It was called the "Infant" schoolhouse and was sold at auction on June 1, 1867, and is now incorporated within the dwelling house just east of the Old Relief Engine House building. District No. 12 and District No. 13 were separate when formed in 1826, but they were

united by a town vote through a petition signed by Warren Delano and others, in 1831. Nine years later, an attempt to disunite them was unsuccessfully made, the name from 1831 being District No. 12 and 13. In this district which was in Fairhaven Village, there were four schoolhouses and six schools. The building on Center street was erected in 1832, and was enlarged in 1843 in order to accommodate the Grammar school, a new institution for the town. The land was sold to Fairhaven by William Rotch, Jr., for $493.50, for schoolhouse already erected (summer of 1832). Besides the Grammar school which was on the upper floor, there were on the lower floor the "Infant" and "Medium" schools. Along in 1849-50, Mr. M. L. Montague was the Grammar school principal, and such a successful one that, upon the opening of the Fairhaven high school in 1852, he was appointed principal. The Grammar school hall accommodated 80 pupils. The building was sold in 1887, taken down by John Bradford, and re-erected on the Walter Howland farm on the Alden road where it now stands. Taking leave of the old building in 1885, it was our pleasure to stand within the walls of the old structure sixty years later. The old bell, the rope of which hung in the class-room on the south, was sold to Capt. Eben Pierce for $20.20.

In addition to the Center street building which housed, at times, three schools, there were in this district two schoolhouses on Green street, and one called the North Primary at the corner of Rotch and Spring streets. The South Primary (No. 1) was on the east side of Green street not far from Church street. This building was sold, in 1888, to Mr. Peter Shurtleff and is still standing, near the southwest corner of Allen street. The South Medium which was built in 1845, and stood near the town pound, the latter being built in 1847, was on the west side of Green street. The South Medium was moved to the east side and joined to the South Primary building, the entries then being at each end of the united building. This is the building still standing on the property of Mr. Shurtleff. The North Primary schoolhouse was built about 1843, and stood on Bridge street at the head of Jefferson street. It was moved to the corner of Spring and Rotch streets in 1867, and sometimes called by the school committee in their reports the "Spring Street School." It was purchased by Mr. George R. Valentine, in 1888, and moved to his premises on the north side of Spring street, where it still stands as a former Machine Shop.

District No. 14 indicates Sconticut Neck. The comment in the school committee report for 1846 was: "HOUSE, rather the worse for wear, and needs to be thoroughly repaired." It was repaired, and the committee report stated that the building was "a perfect gem." Mr. Frederick Jenney, known to many of the present generation, taught this school for several years from 1846. It is now used as a dwelling house.

District school No. 15, built at Naskatucket, in 1873, at a cost of $1,200, is still standing, but not on its original site. It is now bestowing a learned atmosphere to the former New Bedford-Fairhaven Airport. As a schoolhouse it stood on Mill road about one half mile north of Washington street, north of the site of the old grist mill.

The New Boston schoolhouse, No. 16, converted into a dwelling house, is the second building south of the chapel on the New Boston road, one-fifth of a mile north of Washington street. On the corner boards of this venerable institution of learning may still be seen the intricate carvings of the youth of years ago. The youngsters needed no lessons in sloyd to make them masters of the finest tracery of the component parts of the English alphabet. The ancient woodhouse, in the rear, is also bedecked with the alphabetical carvings of those now well along in years as well as many who have long since ended their earthly careers. The large boulder, on the south side of the road leading to Mattapoisett, was the boundary line of the school districts, No. 15 and No. 16.

The West Island District, No. 17, contained two families, at one time, and had no schoolhouse. The children, six in number, were taught in a dwelling-house. As far back as 1862, it was recommended by the committee that this school be abolished and included in District No. 7, (Sconticut Neck.)

School District, No. 19, has had an interesting history as set forth in the original records. It was located on the east side of Privilege street, near Bridge street, and was razed in 1906 in which year pictures were taken, the photographic plate being in our possession.

The lot and the school building were given to the district by Mr. Abner Pease who lived on the southwest corner of Main and Pease street. The school was opened in 1838, continuing until 1887, after a service of nearly half a century. Mr. Pease left by will the sum of $5,000, the interest of which was to be used to aid in the cost of maintenance of the district school. The limits of the district were

never to be enlarged or altered, and were as follows: — "North west corner bound commencing at the shore of the harbor six rods north of the Bridge street, at the Toll House, and running east parallel with the said Bridge street, until it intersects the creek or Mill Pond, then bounded by the margin of said creek in a southwesterly direction to the mill bridge, then bounded by the shore of the harbor to the first mentioned bounds."

The Pease District was originally within the united school Districts, numbers 12 and 13, and article eight in the warrant for the town meeting held on Monday, April 2, 1838, at Academy Hall, reads as follows: "To act on the petition of Abner Pease and others, viz., 'To see if the town will set off and constitute a new School District to be nominated School District, No. 19."

By the inspection of the early maps of Fairhaven, it will be plain that the Pease School District was a veritable peninsula with the base at Bridge street otherwise surrounded by water, the Mill Pond on the east and the harbor on the west.

"Truant Officers" or "Attendance Officers" or "Supervisors of Attendance" came into effective being less than a century ago. At a town meeting held on Saturday, September 11, 1852, at 2 o'clock in the afternoon, at the Town House, Article Two reads as follows: "To see if the town will vote to provide a place or places for the punishment of Truant Children and absentees from school, agreeable to an Act of the Legislature 'passed in the year 1850'."

The first compulsory school attendance law in the United States was passed in Massachusetts in 1852, with the age limits from 8 to 14 years, with 12 weeks schooling required, six being consecutive.

Collapse of the School District System. — Democracy is exasperatingly slow in effecting reforms. In the year 1789, the school district system was established in Massachusetts. The districts became corporations in 1817. By a law enacted in 1853, in 1859, and again in 1869, the Legislature abolished the school district system, but in each instance the act of abolition was repealed. Not until 1882 was the pernicious system permanently put out of existence. It took nearly one hundred years to rid the State of a system which Horace Mann, our first State Commissioner of Education, described as follows: — "I consider the law of 1789, authorizing towns to divide themselves into districts, the most unfortunate law, on the subject of common schools, ever enacted in the State."

What did Fairhaven do? It gave the school district system a trial for a little over half a century. The "Nurseries of Freedom," these "Cradles of Liberty" had to go. They just simply didn't fill the bill.

The Center Street Grammar School. — It was on Friday afternoon, June 26, 1885 that the farewell exercises took place at this Grammar School. Miss Amanda F. Sears, principal and Miss Lucy F. Winchester, assistant, were the teachers in charge of the last school exercises to be held within the walls of the old structure that had served as a Grammar school since 1843. Visitors turned out in unusually large numbers to witness the last closing exercises, A Young Folks' Convention. Master Jackson was president and Master Shurtleff was secretary. It was highly praised by the press. Not wholly content with the regular school year we find pupils attending private schools as well. Miss Robertson opened one of them at the Center street Grammar school, beginning at 8:30 and closing at 12. The terms were 20 cents per week per pupil.

The Rogers School. — Mr. Henry H. Rogers purchased the tract of land east of the old foundry, bounded by Center, Chestnut, Union and Pleasant streets, in November, 1882. The population of the town at that time was about 3,000. An architect was hired, the foundation was laid, and the corner-stone was put in place with appropriate exercises on May 15, 1884. The building was dedicated on September 3, 1885. This educational institution was opened on the morning of September 7th of that year, with an enrollment of about 300 among whom many of us still on terra firma may be counted. There was no session in the afternoon, as there were few school books ready for distribution. It was in the year 1884 that the free text-book and school supplies law was enacted. The grades occupied Rooms 1, 2, 3, 4, 7, and 8; the high school pupils were assigned to Rooms 5 and 6. The pupils marched in and out at recess, and out at the close of the sessions, to the music of Master Fred R. Fish's drum. The school year, well remembered, passed quickly, the STAR telling of the closing days, as follows: — "SCHOOL EXERCISES. The annual exercises of the several departments of the Rogers School, preparatory to closing the term for the mid-summer vacation of ten weeks, occurred yesterday (Friday, June 25, 1886). A large audience, including several persons from New Bedford, was present. The exercises were held in the large room on the third floor of the building, which had been nicely fitted up for the purpose. In the northeast corner of the room a platform was erected and settees were

REPORT OF THE GRAMMAR SCHOOL.
FAIRHAVEN, DISTRICT 12 & 13.
TERM ENDING OCTOBER 20, 1848.

M. L. MONTAGUE, A. B. . . . . Principal.
Miss HARRIETT MONTAGUE, . . . Assistant Teacher.

MALES	No. of Studies.	Presence.	Absence.	Rank.
Allen, Edmund T.	5	100	0	10
Alden, John F.	4	98	4	7.8
Bradford, James F.	4	98	4	9.5
Bisbee, Henry H.	4	94	6	9.
Brown, Walter B.	—	86	14	—
Chase, Alexander H.	—	96	4	—
Caswell, Hervey R.	4	93	7	9.5
Cook, Edward B.	—	59	12	—
Copeland, Elisha	4	67	3	8.
Drew, Charles, Jr.	4	100	0	9.5
Ellis, Frederick A.	5	97	3	9.8
Ellis, Rufus K.	4	100	0	10
Ewer, Frederick F..	—	75	5	9.
Freeman, Obed	4	100	0	9.7
Fitch, Henry W.	4	100	0	10
Fitch, Reuben H.	4	95	5	9.5
Grinnell, Joshua, Jr.	—	75	25	—
Gerrish, George F.	4	65	5	7.
Gregory, Henry	4	97	3	8.
Higgins, William H.	4	98	2	9.5
Hitch, Ansel G.	4	98	2	9.
Hitch, Otis L.	—	78	22	5.
Liscomb, Nat'l S.	4	93	7	7.5
Mayo, Benjamin A.	4	99	1	8.5
Montague, David B.	4	20	20	—
Mitchell, William A.	4	70	10	7.5
Pease, John A. B.	4	65	35	—
Pease, Simon O. B.	4	96	4	8.
Pease, Leander F.	4	50	14	7.5
Robinson, Daniel L.	4	95	5	9.
Rogers, Henry H.	4	75	5	9.5
Soule, William T.	4	83	17	9.
Taber, Benjamin F.	4	96	4	7.5
Taber, Fred. M.	4	86	14	9.
Tobey, Nathaniel G.	4	82	7	9.
Terry, Franklin	4	81	19	9.7
Willcox, Charles F.	4	100	0	8.5
Willcox, Lemuel T.	4	100	0	10

FEMALES	No. of Studies.	Presence.	Absence.	Rank.
Bowen, Mary S.	5	93	7	10
Briggs, Ann M.	4	66	34	7.
Chapman, Maria A.	4	58	12	8.
Cowie, Sophia	4	100	0	7.5
Cook, Mary G.	4	66	14	6.5
Dunham, Sarah J.	4	36	4	10
Delano, Ester	4	86	14	9.7
Delano, Nancy	4	100	0	9.8
Eldredge, Mary E.	4	100	0	9.5
Eldredge, Pamelia A.	4	80	0	10
Eldredge, Eunice M.	4	64	16	7.5
Grinnell, Jane F.	4	100	0	10
Howard, Rebecca D.	5	100	0	10
Howard, Jane E.	4	68	32	—
Hammond, Catharine	4	47	13	7.5
Hutchins, Eliza C.	4	95	5	8.
Hitch, Susan H.	4	98	2	7.5
Jenney, Helen M.	4	100	0	9.5
Jenkins, Mary A.	4	94	6	7.
Keith, Elizabeth A.	—	47	53	—
Kempton, Susan W.	5	100	0	9.5
Liscomb, Louisa F.	4	96	4	9.9
Liscomb, Jane A.	4	93	7	9.5
Love, Ann E.	4	100	0	7.5
Morton, Cordelia A.	4	50	10	10
Marvell, Mary A.	4	81	19	8.5
Marvell, Julia M.	4	100	0	9.8
Mitchell, Sarah F.	4	68	4	9.5
Mayo, Sarah T.	4	92	8	8.9
Milan, Mary	4	99	2	7.5
Nolan, Alice A.	4	100	0	10
Pease, Nancy C.	4	74	6	8.
Robinson, Frances T.	—	38	32	—
Rand, Elizabeth,	4	100	0	10
Simmons, Eliza A.	4	70	15	9.5
Smith, Ellen C.	4	88	12	8.5
Sawyer, Lucy T.	4	99	1	10
Sawyer, Caroline,	4	100	0	9.8
Sawyer, Ellen M.	4	96	4	10
Taylor, Helen M.	4	54	6	10
Tripp, Laura B.	5	72	18	10
Thompson, Eliz. E.	4	98	2	10
Taylor, Margaret A.	4	80	20	10
Terry, Lydia A.	4	100	0	9.
Tripp, Mary A.	4	76	4	10
Vincent, Phebe G.	4	90	10	8.5
Willcox, Susan P.	4	100	0	10
Willcox, Sarah H.	4	100	0	10

placed facing both north and east. The rafters were prettily decorated with flowers, and at the rear of the platform the wall was hidden by flags and a bank of potted plants. The exercises were very interesting and held the closest attention of the audience to the close of the program." Among those who participated were: — Recitation—Red Riding Hood, Annie May Nye, Room 3; Recitation—The True Queen, Gracie Nickerson and Mamie Flood, Room 4; Singing—Like the Little Birdies, Grace Dodge, Lida Carpenter and Annie Taber, Room 2; Recitation—Hole in the Pocket, Tommy Clark, Room 2; Recitation—Sticks, Winston Valentine, Room 2; Recitation—Don't, Anna Fuller, Room 7; Recitation—Going of Errands, Russie Hathaway, Room 8; Recitation—The Old Dame's Prayer, Essie Jackson, Room 4; Violin Solo, Robbie Bisbee, Room 7; Recitation—Hindoo Heathen, Alton Paull, Room 8; Recitation—Waiting, Bessie Hanna, Room 4; Recitation—Pipes of Lucknow, Mabel Potter, Room 8; Recitation—Little Chicken, Lida Carpenter, Room 2; Recitation—I'll be a Man, Eddie Sanders, Room 1; Recitation—Valedictory, Carrie Jenkins, Room 8.

Thus the first year of educational life for the grades in the Rogers School on Center street, remembered by scores, concluded.

Teachers and Prize Winners. — The teachers of the building were as follows: Room 1. Lena A. Chubbuck; Room 2. Ruth E. Sears; Room 3. Ida E. Cundall; Room 4. Sara B. Clarke; Rooms 5 and 6. High School, with Z. Willis Kemp, Principal, and Annie J. Fairchild, Assistant; Room 7. Lucy F. Winchester; Room 8. Amanda F. Sears. Miss Sears resigned in 1887, Miss Annie Delano taking her place.

In accordance with the wish of Mr. Rogers, a motto was to be chosen by the pupils for each room, and prizes were given by the donor of the building for the best motto of the author from whose works the quotation was taken, the prize being the works of the author. The names of the successful contestants were announced on the afternoon of December 18, 1885 and were as follows: Room 1. Bessie W. Hathaway; Room 2. Minnie H. Smythe, Henry W. Wilde (duplicate); Room 3. Nellie T. Maxfield, Emma Rogers, (duplicate); Room 4. Clara M. Danielson; Room 5. Lizzie E. Beetle; Room 6. Jeannie C. King; Room 7. Alice E. Gifford; Room 8. Elbridge G. Chace.

At this time of writing it can be plainly discerned that several of the winners have ended their earthly careers. After the mottoes had been selected, it was suggested as a worthy project that the mot-

toes be printed by pupils skilled in artistic work, then framed and hung on the walls of the respective rooms. In each instance the pictures of the authors were also hung in the room of his quotation.

On Thursday, April 21, 1938, more than half a century after the Rogers prizes had been awarded, the writer visited the building with the curiosity of inspecting the rooms to note, perchance, any vestige remaining of the pictures of the authors or the framed quotations. After careful scrutiny and inquiry, it was found that only one of the eight authors selected in 1885, remained in the rooms. In Room 5, the upper northeast room, hung the picture of Nathaniel Hawthorne, in the very room in which it was originally placed, the only trace of the exciting contest of more than 62 years ago. The search in the rooms for any of the framed quotations was absolutely futile. Upon inquiry of the principal and janitor, it was ascertained that just one of the eight quotations was in existence, although not in any of the rooms.

I quote the mottoes of those early days:

Room 1 "Whatever is worth doing at all is worth doing well."

Room 2 "Who speaks the truth stabs falsehood to the heart." Lowell.

Room 3 "Be firm! One constant element in luck is genuine, solid, old Teutonic pluck." Holmes.

Room 4 "God give us grace, each in his place to bear his lot, and murmuring not, endure and wait and labor." Whittier.

Room 5 "Ambition finds its fuel here." Hawthorne.

Room 6 "He who does a good deed is instantly ennobled." Emerson.

Room 7 "Gather and treasure up the good." Bryant. The original, framed motto of Room 7 hangs before us as we write.

Room 8 "The talent of success is nothing more than doing what you can do well, and doing well whatever you do without a thought of fame." Longfellow.

Early Private Schools. — Private schools, the signed advertisements of which are preserved that inquirers may freely obtain more information, existed, in Fairhaven, as follows:

"Fairhaven Vestry School"	December, 1820	J. S. Merrihew
"French Class"	December, 1825	C. Windsor

"Long Plain Boarding School"	1831-1851	
"Dancing School"	December, 1831	F. C. Schaffer
"Writing School"	May, 1833	William H. Simmons
"Fairhaven Classical School"	February, 1834	J. Briggs
"Singing and Penmanship"	April, 1834	William Gould
"High School for Young Ladies"	April, 1835	Miss E. L. Blackler
"Instruction in Sacred Music"	1835	L. Hayden
"School"	May, 1837	A. Cummings Milliken
"North Fairhaven Boarding"	1837-1848	David Russell
"Fairhaven Writing Academy"	December, 1839	
"Fairhaven New Academy"	September, 1842	L. L. Bartlett
"Woodberry Cottage School"	1842-1854	Charlotte Gould
"A Select School"	April, 1844	D. McB. Thaxter
"Union Seminary"	1844-1847	Alonzo Tripp
"Writing School'	1878	
"Dancing School'	October, 1878	Mr. Gustin

CHAPTER XI

The Academy -- The High School

Old Records Discovered. — The original records of the New Bedford (Fairhaven) Academy are before us. On the first page we read the following: "A record of votes for an Academy, New Bedford. It having been proposed to build an Academy in this town, and being assembled on the 13th of April, 1798, came into the following agreement, viz., We, the subscribers, hereby promise to take and build the proportion, set against our names, of an Academy between the Villages of Fairhaven and Oxford, fifty feet and half by twenty-four feet and half, two-story high, agreeable to the plan exhibited by the Rev. Mr. I. Weston, and said Academy is to be completed in the year 1799, and also voted that it shall consist of sixteen shares and no more, and each share to be entitled to one vote, provided, nevertheless, that no one person or proprietor shall be entitled to more than three votes, and the said Academy shall be known by the name of the New Bedford Academy. (Signed) John Alden, Isaac Shearman, Levi Jenne, Noah Stoddard, Noah Stoddard for Nicholas Stoddard, Killey Eldredge, Thomas Delano, Jethro Allen, Joseph Bates, Robert Bennett, Reuben Jenne, Nicholas Taber, Luther Wilson, Benjamin Lincoln."

"At a meeting of the subscribers for building the foregoing Academy, on the 30th of August, 1798, it was voted; 1. That they will give fourteen hundred dollars to Robert Bennett to erect said building, agreeable to the plan exhibited by the Rev. Mr. Weston. 2. That Joseph Bates and Isaac Shearman be a committee to complete the contract with Mr. Bennett, to purchase a lot for said Academy, and to superintend the building until completed, and to allow them 2½ per cent on the amount, in full compensation for their trouble."

"August 30, 1799. Met together, and the major part being present, chose Levi Jenne, moderator for this meeting, and voted, 1. That Isaac Shearman and Joseph Bates be a committee to purchase lumber to build the fence and outhouses, purchase a bell, employ a painter, and to attend to do what further may, in their mind, be necessary for the reception of a school by the first of October next. 2. That Robert Bennett and Noah Stoddard be a committee to engage instructors for said Academy. 3. That we, the proprietors, consent

to pay Robert Bennett the sum of $96 for the additional expense of building the tower to the Academy."

The Proprietors' Records. — We present here the principal points of the Proprietors' Records, from the opening of the Academy to its sale in 1841. At a meeting held on April 18, 1800, it was voted that nine visitors be chosen for the present year. Seven of these were clergymen. In 1801, the annual meeting was scheduled to take place on Thursday, January 23d. It was adjourned to March 5th, and then still further adjourned to March 19th. Isaac Shearman, Joseph Bennett, John Alden, and Nicholas Taber were chosen a standing committee, this committee to visit the school in this academy once a fortnight. In 1802, Capt. John Alden became agent to engage preceptor and preceptress. At the annual meeting held on January 27, 1806, the Proprietors' committee, Isaac Shearman, Jethro Allen, and Nicholas Taber, were empowered to let the Academy to assemblies for from $3 to $5 per night as may appear proper to them, according to the company assembled. Within ten years from the opening of the Academy an attempt was made to sell the property. Interest seemed to wane. At a meeting held on January 7, 1810, Killey Eldredge was elected moderator, Killey Eldredge was elected clerk, and Killey Eldredge was elected treasurer. Voted; that the Proprietors' committee, Levi Jenne, Nicholas Taber, and Jethro Allen be directed to sell the house, the New Bedford Academy, at public auction. At the meeting held on January 27, 1815, it was voted the whole care of superintendence of the Academy be placed in the hands of Joseph Bates. On April 29, 1816, it was voted that the committee are directed to let the Academy for religious meetings for any persuasion, the preacher being of a good moral character, for the consideration of $2 for each meeting, to be paid on receiving the key, by the person that may apply, he being holden to pay all damages occasioned the house by said meeting other than common wear. Zacheus M. Allen was clerk at that time. At the meeting held on January 29, 1819, it was voted that the Academy shall be let for religious meetings, provided the preacher sustain a good moral character, fifty cents being paid for each and every meeting. On June 19, 1821, it was voted, authorizing the committee, Joseph Bates, Noah Stoddard and Samuel Borden, to let said Academy by the year, for one year commencing the 16th inst., if they can obtain $57.50 for the same. In 1822, and again in 1823, the price was $30 per year. At the meeting held on February 20, 1825, the following persons were chosen to visit the school monthly: — Rev. Mr. Gould, Joseph Tripp, John A. Hawes, John Johnson, Warren Delano, Bartholomew Taber,

N. Alden. It was voted at a meeting held on March 4, 1831, to rent the Hall for religious meetings, and the lower rooms for schools.

On December 20, 1831, article II was considered, which was as follows: — "To see if the Proprietors will let the Academy for the purpose of holding Town Meetings, and it was voted that the Proprietors of the Fairhaven Academy hire the Hall to the Town for the purpose of holding Town Meetings for the compensation of eight dollars for each meeting. Voted that Joseph Tripp be authorized to buy the desk now in the Hall for the use of the Proprietors of said Academy. On January 3, 1833, it was voted that the treasurer be authorized to obtain the consent of all the Proprietors of the Academy and lot, and offer the same for sale at public auction on the first Saturday of June next, at 2 o'clock P. M. On April 5, 1836, it was voted that the annual rent for the Hall in the Academy, for the purpose of holding Town Meetings, shall be $40. On Saturday, April 24, 1841, it was voted that the Proprietors' committee be authorized to advertise and sell the Academy and lot at public auction, at such time as they may think advisable. The property was sold that year.

The "Fairhaven" Academy. — After February 22, 1812, it was advertised as follows: "FAIRHAVEN ACADEMY. The inhabitants of the town of Fairhaven and its vicinity are informed that the Academy will be opened on the first day of June, under the superintendence of Mr. Gamaliel Oulds, a gentleman of great classical knowledge."

The New Bedford Standard, more than fifty years ago described the Academy, and this description is as true today as it was a half century ago. It stated in part: "The old building has never changed in any respect since it was first built, except on the second floor. It had, and still has, two rooms on the lower floor, that on the west side of the corridor for the boys, and the east side for the girls. A visit to either of these old rooms today is seemingly a step out of the present, backward to the days of our grandfathers and great-grandfathers. There are the same old benches and desks at which sat the old-time teachers and his old-time pupils, ranged in tiers on each side of the central aisle, three rows on each side, and arranged facing inward. There were four desks in a row, with benches to accommodate two pupils at each."

Public High School. —Although the old high school building was razed in 1920, yet there are photographs of different views of this building to acquaint the oncoming generations with its exterior

appearance. Its story has been told many times, and is practically as follows: — The Methodist Society of New Bedford was founded in 1820: that of Fairhaven as a branch of the former, due to a decision, in 1829, to build, possessed a completed edifice in 1830, becoming self-supporting and independent two years later. For nearly two decades they worshipped here, that is, until April, 1849, when they purchased the property at the northeast corner of Center and Walnut streets, built in 1841, and vacated by the Center Congregational Church which had disbanded.

The trustees of the Methodist chapel, on Main street, sold it to Nathaniel Church and James Tripp, 2d, in 1849. In the warrant for the town meeting, held on April 7, 1851, article 10 was as follows: — "To see what action the town will take in relation to the establishment of a high school or schools." In July 1851, this Methodist chapel was purchased by the town for $1,000. The building was raised one story, and Fairhaven had, at little expense, a high school building that existed, without much change, for many years.

Bring Slate and Pencil. — Candidates for admission to this institution of learning were obliged to undergo an examination. Under the date of April 13, 1852, we find the following: — "FAIRHAVEN HIGH SCHOOL. The school committee will be in session for the examination of applicants for admission to the High School, on Monday and Tuesday afternoons, April 19th and 20th, at 2 o'clock, at the High School House. Applicants must be present at the time, furnished with SLATE AND PENCIL. To be admitted they must pass a satisfactory examination in Reading, Spelling, Geography, Grammar and Arithmetic as far as through Interest.

(Signed) Sam'l L. Ward, Chairman."

Early Graduates. — Our former high school opened on January 26, 1852, and began immediately to prepare for college. In the Report of the School Committee, for the year ending March 31, 1855, we read: — "We are gratified in being able to say that two scholars, John D. Taber and Isaac Delano, have been prepared for college, and last fall entered honorably at Middletown and New Haven."

In the newspapers of the day we learn that Isaac Delano, of Fairhaven, was graduated at Yale in 1858, and that John D. Taber, M. D., formerly of Fairhaven, died in Providence on August 7, 1861, aged 27 years. His remains were brought to Fairhaven.

The diploma, awarded to Isaac Delano, on the 20th day of October, 1854, signed by the Principal, M. L. Montague; by the Chairman of the School Committee, Samuel L. Ward; by the Secretary of the School Board, Jonathan Cowen; among the first certificates ever given by the Fairhaven High School Committee, is in the possession of the writer.

The names of the high school graduates, of fifteen classes, in the early years of that institution, are as follows:

1857-1858. A. Hayden Lambert, Charles H. Morton, Almira V. Bracy, Mary D. Chace, Emilia A. Liscomb, Lucy A. Reynard.

1858. John A. Fitch, Elbridge G. Morton, Louisa F. Bowen, Sarah F. Cox, Abbie P. Gifford, Adeliza T. Jenney, Louisa C. D. Stoddard, Annie E. Tripp, Carrie L. Tripp.

1859. Eliza P. Church, Lydia M. Church, Lucy A. Damon, Ellen P. Hamblin, Carrie M. Perry, Annie E. Stackpole, Lois P. Taber, Annie Wood.

1877. Charles Edward Alden, Mauritia Annie Babcock, Myra Armington Barney, Mary Alice Butler, Alice Claire Butman, Emma Louise Church, Henry Alden Delano, Sarah Lewis Ewer, Sarah Elizabeth Fairchild, Carrie Howe Howard, Emma Maxwell Jenney, Edgar Webster Marston, Anna Barstow Robinson, Clara Almy Shaw, Charlotte Holt Stetson, Olive Grey Stetson, Edwina Arlett Stowell, Julia Etta Bradford Swift.

1878. Eben Lloyd Akin, Bessie Louise Allen, Elizabeth Mackie Allen, Otis Bradford Bryant, Alice May Delano, Emma Trafton Delano, Elizabeth Stevens Delano, Emma Lothrop Dunham, Ella Clifton Nye, Lizzie Byron Pratt, Addie Sumner Taber, John Huttlestone Taber.

1879. Laura Anne Barney, Anne Freeman Bryden, Mattie Louise Hanna, Helen Augusta Wing Hathaway, Jane Emeline May Marston. Mary Athalia Nye, Horace Kimball Nye, Lillian Mazel Tripp, Elizabeth Hubbard Severance.

1880. Clara A. Bourne, Annie C. Rogers, Carrie E. Jenney, Kate A. Galligan, Kate M. Quirk, Esther E. Kendrick, Clarabell Stone, Samuel C. Kenney, Charles S. Dunham, Herbert E. Sullings, John T. Hanna.

1881. Mary E. Akin, Mary E. Haney, John B. Jenney, Annie E. Morse, Annie W. McAlice, Lizzie N. Babcock, Thomas H. Fairchild, Minnie N. Keith, Ella R. Simmons, Carrie F. Sampson, Fannie J. Barney, Lillie E. Jones, James R. Swift, Sadie L. Stetson.

1882. Lucia R. Allen, Ida E. Cundall, Charles D. Cundall, Everett H. Jenney, William H. Macomber.

1883. Mamie Smith, Susie Damon, Sey E. Allen, Nellie Jackson, James Galligan, Lizzie B. Sanford, Myra Dwelley, Emily A. Eddy, Henry H. Allen.

1885. Bartholomew G. Akin, Allen W. Haskell, Emma C. Reccord, Annie N. Wilkie.

1888. Ethel L. Warren, Lizzie G. Mackie, May B. Hathaway, Alice P. Coggeshall, Lulu H. Loomis, Emily P. Allen, Helen B. Copeland.

1894. Annie May Nye, Clifford Perry Delano.

Graduations. — Although the names of many of the early graduates of the Fairhaven high school, together with a number of graduations in detail, are accessible, we present only two of the latter, both graduations having taken place more than seventy years ago.

Class of 1869. — Ten years before the publication of The Star, a four-page program, each sheet measuring 5¼ by 8¼ inches, with the following wording of the first page, was circulated:

"Exercises at the Annual Exhibition of the Fairhaven High School, conducted by the Graduating Class, Friday evening, March 12th, 1869, at 7½ o'clock."

The graduating class began its career at the High School as the "Fourth Class," and consisted then (the last part of 1865) of twenty-five pupils, the graduating class gradually dwindling to twelve members.

It may be interesting to recall the names of the boys and girls in that "Fourth Class," which consisted of seven boys and eighteen girls. Of these, ten girls and two boys were graduated in the class of 1869. As they entered the high school enrollment, they were as follows:

Frederic S. Bradford, Joshua H. Delano, William D. Eldredge, Daniel W. Kendrick, Henry C. Leavitt, Henry D. Taylor, Marcellus P. Whitfield, Etta E. Alden, Sylvia T. Bisbee, Orianna C. Brown, Addie E. Burke, Annie H. Delano, Ella S. Delano, Susie A. Delano, Martha A. Dunham, Mary E. Fairchild, Melora B. Handy, Addie T. Hersey, Martha G. Jenney, Ella F. Morton, Fannie A. Purrington, Maria F. Tripp, Sibyl M. Whitfield, Sarah F. Winsor and Lurania L. Wood.

These boys and girls, filled with ambition, enthusiasm and anticipation, were about to experience one of the grandest thrills in life; they were to graduate from the Fairhaven High School which

had been instituted seventeen years before. The hour of the momentous event had arrived, and the audience had assembled.

The programme (so-spelled) consisted of sixteen numbers, the majority of them being essays. No. 1, "The Scholar's Hope," by Fannie A. Purrington. Miss Frances A. Purrington and Henry M. Hacker, Jr., of Lynn, were married in Fairhaven on June 18, 1873. No. 2, "The Voice of Years," by Maria F. Tripp. Miss Tripp was the daughter of Hervey Tripp, who lived at the northwest corner of Center and Green streets. No. 3, Recitation, "The Pilgrim Fathers," by Annie H. Delano. Miss Delano and Frederick A. Manter were married in August, 1891. Mrs. Manter died on June 11, 1941, aged 89. No. 4, "Wonders of Creation," by Ella F. Morton. Miss Morton was the daughter of Elbridge G. Morton, Sr., and married John W. L. Hillman on July 16, 1873. Mrs. Hillman died in September, 1933, aged 82. No. 5, "Present, Past and Future," by Sibyl M. Whitfield. Miss Whitfield was the daughter of Captain William H. Whitfield. She married Joseph C. Omey, of Acushnet on December 4, 1873. No. 6, "Chronicles," by Annie H. Delano. No. 7, "Advantages for Education" by William Delano Eldredge. Mr. Eldredge married Guilelma Penn, daughter of Seth S. Swift, and died in 1906 in his 55th year. No. 8, "Earth's Benefactors," by L. Lizzie Wood. No. 9, Recitation, "If We Knew," by Addie E. Burke, the daughter of Daniel and Susannah Burke, and sister of Herbert D. Burke. No. 10, "Know Thyself," by Mary E. Fairchild, daughter of Dr. Isaac and Emma Fairchild. She married Herbert E. Longley in 1881. Mrs. Longley died in January, 1914, aged 62. No. 11, "Treasures of the Ocean," by Minnie A. Eldredge. Miss Eldredge wrote the "Parting Song" for this occasion. Later she married Joseph Ladd. No. 12, "Prophecies," by Ella S. Delano. Miss Delano was the daughter of Captain Jabez Delano, Jr., and married Edward G. Tallman on November 6, 1872. She died in 1933, aged 83. No. 13, Declamation, "Spartacus to the Gladiators," by George Cox. George Cox, Hervey Tripp and George Coffin were the lads who, when about 10 or 12 years of age, conducted a fair for the inmates of the hospital at Portsmouth Grove. The proceeds were $15 although the price of admission was only one cent. Hervey Tripp and George Cox played on the Union baseball team, with George Henry Tripp as southpaw pitcher, in the summer of 1869. No. 14, "Agriculture," by William Burgess. No. 15, dialogue entitled, "The Greatest Plague in Life." No. 16, Valedictory, by Addie E. Burke.

Musical numbers, eight in all, were interspersed, those participat-

ing being Mary E. Fairchild, Fannie A. Purrington, Ella F. Morton and Maria F. Tripp.

The Centennial Class. — To commemorate the signing of the Declaration of Independence, the Centennial Exposition was held in the city of Philadelphia. Fairhaven was having its customary exhibition that Centennial year. This was expressed in the Standard as follows: — "FAIRHAVEN. Notwithstanding the unfavorable weather, Phoenix Hall was packed yesterday afternoon (Tuesday, February 29, 1876) with a large audience assembled to hear the exercises of the graduating class of the Fairhaven high school. Judging by the close attention paid to the various parts of the programme, the frequent expression of pleasure visible on the faces of the audience, and the hearty applause bestowed on the youthful aspirants as each appeared on the stage before us, we should say that the people were well paid for their exertion in coming. The exercises consisted of nine original essays, read by the girls, and four orations also original, pronounced by the boys of the graduating class; also four selected readings and the presentation of diplomas. The average of excellence in composition was notably good, and betrayed careful thought in preparation. The subjects were as follows: — 'They who Ponder shall Reign,' Gillingham; 'Character,' Abbie Allen; 'Education,' Carrie Hanna; 'Fraudulent Wealth,' Manter; 'The Rising Sun,' Sallie Church; 'Life is made from Little Things,' Louise Robinson; '1876,' Nye; 'Civility,' Annie Card; 'He Labors in vain who Strives to Please All,' Sarah Hathaway; 'Influence of Association,' Dwelley; 'Worries,' Alice Robinson; 'Chronicles of the Class,' Nettie Stetson. They were very well received, while the 'Prophecies' by Emma Damon elicited much merriment and approval. Music by the school gave variety to the entertainment. The diplomas were presented by Charles H. Morton, Esq., Sec. of the School Committee with a few well chosen remarks, after which Rev. Messrs. Manchester and Stoddard made very happy addresses. Rev. W. S. Hawkes then addressed the audience in behalf of the Committee, and closed the exercises with prayer and benediction. The young ladies very sensibly decided 'to graduate in calico,' and we should judge that material to be especially appropriate for the purpose if it is as becoming to all wearers as to those of yesterday. The list of the graduates is as follows: — Abbie Fearing Allen, Annie Bowman Card, Sarah Elizabeth Church, Emma Ayres Damon, William Henry Dwelley, Jr., James Love Gillingham, Carrie Elizabeth Hanna, Sarah Elizabeth Hathaway, Frederick Allen Manter, Joseph Keith Nye, Alice Russell Robinson, Louise Boughton Robinson, Annette Briggs Stetson."

CHAPTER XII

Libraries and Related Institutions

An Old-Time Institution. — In THE FAIRHAVEN STAR of January 23, 1886, we read of a library existent in this town one hundred and nineteen years ago. We quote: — "AN OLD-TIME INSTITUTION. Through the courtesy of Mr. Roland Fish, we have recently been shown the record of the organization of the Fairhaven Library. The organization was effected on the evening of December 15, 1828, at a meeting of young ladies and gentlemen, held at the house of Levi Jenney, Esq., for the purpose of forming themselves into an organization for mutual instruction in the various branches of education." The officers chosen were: — Dr. Julius S. Mayhew, Director; Jesse T. Briggs, Associate Director; Isaiah F. Terry, Secretary; Jabez Delano, Librarian; Charles Drew, Treasurer.

On the 12th of January, 1829, Hiram Tripp and Roland Fish were appointed to secure a room for the society. Rev. William Gould, pastor of the Congregational church and a principal of a private school, offered the use of his hall for the purpose.

Circulating Library. — Water street and Middle street were the business locations of former generations. Here were found the grocery stores, the dry goods stores, the hat stores, and the book stores of the town. To illustrate this, let us read an advertisement of more than a century ago. "NEW BOOK STORE, at the sign of the GOLD WATCH, Middle street, Fairhaven, may be found a general assortment of Books on theological, scientific and miscellaneous subjects. Ledgers, journals, day, writing, and memorandum books. Stationery, paper, quills, ink wafers, sealing wax, etc. Also pocketbooks, wallets, courtplaster, tooth brushes, hooks and eyes, and a great variety of fancy articles, together with a good assortment of school books, slates, pencils, indelible ink, visiting cards, ivory combs, portable pens, etc. (Signed) Lebbeus Bailey. Fairhaven, December 2, 1831." It was afterwards advertised as the Fairhaven Bookstore.

In the Mercury, under the date of Fairhaven, May 2, 1832, we find the following: — "CIRCULATING LIBRARY. A few hundred volumes have just been arranged for the above purpose at the BOOK STORE of Lebbeus Bailey, and are now ready for circulation."

Social Libraries. — Fairhaven has had library opportunities in the past, through the invitations extended by the proprietors of the New Bedford Social Library, with the library rooms over the office of the New Bedford Institution for Savings. This library had about 5,000 volumes, and had acquired many books of the New Bedford Lyceum which, like the Fairhaven Lyceum, had a library and a librarian. In a description of the library, under the date of October 15, 1842, the proprietors stated the following: — "The facilities of intercourse with the neighboring towns, especially with Fairhaven, render it nearly as accessible to their citizens as to ours."

The proprietors of the First Social Library in the town of New Bedford (including Fairhaven) advertised under the date of July 7, 1809. There was a Reading Room in the Village of Fairhaven in May 1814.

School Libraries. — In the Fairhaven school report printed in 1846, we find the following: .. "LIBRARIES. Perhaps it is not generally known, that in many of the schools there are libraries, containing valuable books for the free use of the pupils. We infer this ignorance from the fact, that these libraries are but little used. Now the object of forming them was, to diffuse general information among the youth, and incite in them a desire for reading. To secure this object, parents should co-operate with the teachers, to induce the children to take out books, and see that they are read. We would, therefore, recommend to parents not to neglect the advantages furnished by the libraries; and for their information we would state that these may be found in Districts No. 3, 4, 5, 8, 10, 11, 12, 13, 14, 15, 16, 19."

Oxford Lyceum. — From the record of the minutes of the meeting held to form the Oxford Lyceum, we find that a meeting of the inhabitants of Oxford Village was held at the Stone Schoolhouse on Friday evening, September 23, 1842. Oliver S. Irish presided, and Eben Akin, Jr. acted as secretary of the meeting. These two, with John M. Howland, were appointed a committee to draft a constitution for the Lyceum. On the adjourned date, Tuesday, September 27th, so few were present that further adjournment was necessary. On September 30th, the constitution, drafted by the committee, was accepted. It was voted that no assessment was to be made on the members save for fuel and lights. Let us reflect that at this time the Stone Schoolhouse was comparatively a new structure, having been erected about 1830. Another committee drew up the by-laws.

On Monday evening, October 5, 1842, the following officers for the Oxford Lyceum, to serve one year were elected: — President, Oliver S. Irish; Vice-President, John M. Howland; Secretary, Joseph N. Peck; Treasurer, James M. Allen; Librarian, Lorenzo A. Mace.

This Oxford Lyceum was strictly a literary organization. Any person, receiving a majority of votes and signing the constitution, might become a member. Children under 15 years of age had no vote. The object of the Lyceum was indeed praiseworthy, as the members, by precept and example, agreed to endeavor to promote intelligence and virtue, a good understanding and a friendly social intercourse among the different members of the community, not only at the regular meetings but by kindly informing one another of their errors at all proper times and places, and any person whose conduct was inconsistent as a member of the institution, after due labors, might be expelled by a majority present at any regular meeting. Any member, who absented himself from three regular meetings without being able to render a reasonable excuse, was subjected to the discipline of the society.

The original 25 members were: Ebenezer Akin, Jr.; Oliver S. Irish; John M. Howland; Joseph N. Peck; James M. Allen; Mary Ann Neil; Charity P. Allen; Jane G. Allen; Elizabeth B. Akin; Elihu Wood, Jr.; William M. Irish; Lorenzo A. Mace; James S. Gorham; Lemuel C. Wood; Amelia Allen; Susan A. Cannon; Arthur Cox, Jr.; Sarah A. Swasey; Lydia D. Swasey; Mary A. Spooner; Elizabeth P. Cox; Benjamin B. Swasey; Harriet A. Spooner; Cyrus Bartlett and Nancy C. Neil.

The time of meeting of the Lyceum was 6:30 P. M. The programs were made up of debates, lectures, compositions read, and selections rendered, by the members. A committee, to select some subject for discussion, or to devise some other way for the mutual improvement of the members, was appointed on October 3, 1842, and consisted of the following: Oliver S. Irish, John M. Howland, Ebenezer Akin, Jr., Charity P. Allen and Elizabeth B. Akin.

Spectators, unless they came with the design of joining, or as lecturers, were not usually permitted to be present. In selecting subjects for discussion, politics and religion were to be avoided. On October 17, 1842, Mr. William H. Taylor, of New Bedford, lectured on Geology. A few other topics were, "What are the causes of earthquakes and volcanos?" "Which is the greater evil, slavery or intemperance?" "Which exert the greater influence, males or fe-

males?" (After the discussion, it was decided by the majority present that Gentlemen exerted the greater influence.) "Which is the happier state, civilized or uncivilized life?" "Is capital punishment right?"

At a meeting held on January 2, 1843, since members left before the close of the scheduled program, it was voted to take a roll-call at the close of each meeting.

At the annual meeting held on Friday evening, January 6th, the following officers were elected: — President, Oliver S. Irish; Vice-president, John M. Howland; Secretary and Treasurer, Joseph N. Peck; Dr. Samuel Sawyer was invited to lecture.

On January 30, 1843, a committee consisting of Amelia W. Allen, and Ebenezer Akin, Jr., was appointed to visit those persons who had been absent for three or more nights. As a consequence the names of four persons were erased from the register at their own request.

According to the records, the last meeting, the Lyceum which was formed more than 100 years ago, seems to have been held on the evening of March 6, 1843.

Fairhaven Lyceum. — We revert to the year 1854, the time of the peak of the whaling industry. It was the period, also, when the New Bedford Lyceum and the Fairhaven Lyceum were flourishing, with lively topics discussed by able speakers. In January of that year, we find that the committee advertising the Fairhaven Lyceum was composed of Alexander Tripp, John A. Hawes, and Samuel L. Ward. Mr. Ward was chairman of the local school board at that time. John M. Howland was later in the year placed on the lecture committee. The Lyceum was held in Phoenix Hall.

"FAIRHAVEN LYCEUM. The first lecture of the season, before this Institution, will be delivered by the Honorable John C. Parks, of Boston, on Wednesday evening, November 14, 1855, at Phoenix Hall."

In January 1857, the members of the Fairhaven Lyceum were enjoying lectures by the Hon. Josiah Quincy, Wendell Phillips, Rev. A. L. Stowe and others. The committee on arrangements was composed of Job C. Tripp, John M. Howland and William M. Irish. The executive committee of the Fairhaven Lyceum in 1856, was composed of Alexander Tripp, John M. Howland and Ebenezer Akin, Jr.

The Fairhaven Library Association. — We are all aware that the Fairhaven Library Association was organized in 1860, with Dr.

George Atwood as its president. Let us, however, read a bit prior to the organization of this institution. Under the date of May 15, 1860, this item appeared: — "LIBRARY IN FAIRHAVEN. A number of the public-spirited citizens of Fairhaven, feeling the need of a public library in that village, have enlisted themselves in the matter, and, we are happy to state, have raised over $300 in shares of $5 for that purpose. A number of gentlemen subscribed for several shares. A meeting is to be held in a few days to perfect an organization." The Library Association had its rooms in the rear of the post office, southwest corner of Central and William streets. Mr. Horace Scott, who was the first superintendent of the Fairhaven Branch Rairoad, rendered invaluable service. Deacon Reuben Nye and Capt. James V. Cox made valuable donations. Mr. Frederick M. Fuller purchased the books for the library and kept the accounts. Following Mr. Fuller, we find that Jonathan T. Buttrick, the postmaster, took charge of the library. Then obliging young ladies of high school age volunteered their services. Next Miss Georgia E. Fairfield, who graduated from the local high school in 1868, took charge regularly. The major part of the library income was derived from the sale of 75 shares at $5.00 per share with an annual payment of $1.00.

The Library Association held a Festival at Phoenix Hall beginning on Wednesday, March 26, 1862, and continuing three evenings for the purpose of raising funds for the purchase of books. Omnibuses were furnished free to patrons from New Bedford.

In June, 1881, Miss Georgia Fairfield resigned as treasurer and librarian, and George Dean, followed by Courtland Fairchild, was elected librarian at $2.00 per month. Charles H. Morton was appointed treasurer. The library, with all debts paid, with $25.00 in the treasury and 1,500 books on the shelves, got a fresh start. In this year the house of Charles Drew, southeast corner of Main and Center streets, was suggested for a library. In August, 1882, Courtland Fairchild resigned, and John T. Hanna became librarian.

Those in charge became ambitious. In May, 1884, an entertainment was given in Phoenix Hall, the receipts of which were to be a nucleus for the erection of a library building. In November of this year, a committee was appointed to see what could be done towards purchasing a building to be used as a library and reading-room.

Donations. — Over the door of the Library appeared a new sign made by Joel D. Stetson, and painted by Thomas B. Taber, and presented by them to the Library Association in 1882.

Leases New Quarters. — In the year 1885, rooms over the old Savings Bank were leased by the Fairhaven Library Association. These library rooms were open every afternoon from 2 to 5; every evening from 6 to 8; Saturday evenings from 6 to 9. This was a great step forward. Miss Nancy H. Buffington was librarian.

The Thalia Society, ever alert for the interest of the town, invested their funds in books for the library. The busts of Dickens and Shakespeare were the gifts of Walter P. Winsor. In 1886, the Thalia Club presented the Library with a portrait of Dr. George Atwood, who had been president of the Library Association since its organization in 1860. This presentation was unconsciously well-timed, for Dr. Atwood died on January 16, 1888. Those who remember can see this portrait hanging between the two front windows of the library room on Center street. Both the portrait and the busts may be seen in the librarian's room at the Millicent Library.

Spelling Match. — The Fairhaven Library Association struggled for its very existence, but not in vain. As vividly as yesterday we can see the book lovers directing their steps toward the library, then in the south room of the building on the southwest corner of Center and William streets, entering by means of the stone step in front of the double door where we now see the extra large window on William street.

The following advertisement we find in the Evening Standard. "SPELLING MATCH at Phoenix Block, Fairhaven. Tuesday Evening, April 20, 1875. In aid of the Fairhaven Library Association. Appropriate prizes will be given to the most successful spellers. An invitation is extended to all to participate in the contest. Names of contestants must be registered at Jas. I. Church's Drug Store, Fairhaven, or at the Standard office, New Bedford. Admission, 15 cents. Tickets for sale at Church's Drug Store or at the door. School begins at 7½ o'clock."

Then we read:—"SPELLING MATCH in Fairhaven. There was a large attendance at the spelling match in Phoenix Hall, Fairhaven, last evening (Tuesday, April 20, 1875) for the benefit of the Library Association. All the seats were filled and the standing room occupied.

Sixty orthographists contested for the prizes, and among them was a sprinkling of middle-aged people, and some gray heads. The words were given out by Prof. D. A. Caldwell, and consisted mostly of those in ordinary use, yet many hard to spell. The referees were

Dr. Isaac Fairchild and Rev. W. S. Hawkes. The prizes were Worcester's Dictionary, Bryant's Household Poetry and a bouquet.

The contest commenced at 7½ o'clock, and was continued for two hours. During the first hour the number gradually dwindled to twenty, when a recess was taken, and the occasion was enlivened with music by the Fairhaven Quadrille Band.

After the recess, more difficult words were used, and the contest gradually narrowed to four youths, two belonging in Fairhaven, one in Acushnet and one in New Bedford. An old lady, 70 years of age, stood well, but gave in when the Professor let loose his 'menagerie.' Round after round the last four stood but Master Judd failed to reach the 'millennium' by an 'n'. The enunciator, having exhausted the harder words of the old English, began to put some of the more recently imported ones. Master Alden White of Acushnet who took first prize at the match in New Bedford, crooked himself with an extra 's' in 'desuetude.' Master H. D. Goding of New Bedford was 'blase' beyond redemption. It was too Frenchy for him. Master Thomas Robinson of Fairhaven was the last to stand, and the audience, expressing a desire to see him drop, the Professor flunked him the first time by letting fly an 'ousel.'

Early in the contest a young lady became mixed up in a 'siege,' a part of the audience claiming that she spelled it correctly. She was excluded by a vote of the contestants, and after the exhibition a sum of money sufficient to purchase either of the prizes was presented to her by the audience.

The Library Association, pleased with their success, propose soon to repeat the exhibition."

The Millicent Library. — Henry H. Rogers, who gave his first gift to the community in 1880, followed by others, again appeared above the horizon. The Millicent Library was begun in June, 1891, the corner stone being laid on September 21, of that year. In the month of September, Master Harry Rogers, with his donkey cart, was seen carting dirt to fill in around the Memorial Library building.

Mr. W. L. R. Gifford, assistant librarian of the New Bedford public library, was engaged to supervise the work pertaining to the books. As early as November, 1891, the room in the rear of the post office was used by Mr. Gifford, with two assistants, to catalog and cover the books, ready for circulation upon the opening of the new library. Mr. William Evarts Benjamin selected the books. The

library was to start with 10,000 volumes. Mr. Benjamin died in February, 1940.

In December, 1891, Mr. Don C. Stevens, born in 1862, was called to the pastorate of the Unitarian Church, northwest corner of Washington and Walnut streets, and accepted. He was installed on Wednesday, February 17, 1892. In January, 1893, Rev. Don Carlos Stevens was tendered the librarianship of The Millicent Library at a salary of $1,200, to be increased the second year to $1,500. Miss Abbie H. Nye and Miss Annie J. Thompson were appointed assistants in December 1891. Miss Nye died in October, 1914, aged 83. She served as assistant for eleven years.

The last officers of the Fairhaven Library Association were chosen on Friday evening, January 22, 1892, as follows: — President, Walter P. Winsor; Treasurer, Charles H. Morton; Secretary, George H. Tripp. It was voted to close the business of the corporation on the opening of The Millicent Library. In January, 1893, the Fairhaven Library Association was closed in anticipation of the opening of the new library. On Saturday afternoon, November 5, 1892, The Millicent Library trustees organized with Mr. Henry H. Rogers as president. The Library was finished on July 30, 1893, at which time dedication took place. The population at that time was about 3,500.

The room on the northeast corner of the basement was at first opened as a room for newspapers. In August, 1894, the newspapers were taken from the basement and placed in the reading-room. The basement room was closed. In September, 1894, three large pieces of statuary and an oil painting were given by Franklin H. Delano.

In honor of one who would be, if living, approaching 75 years of age, The Millicent Library was named. Millicent Gifford Rogers, daughter of Henry H. and Abbie Palmer Rogers, died on August 31, 1890, in the 18th year of her age. Her picture, the frame of which is heart-shaped, was a gift from Mrs. Rogers, and was placed at first in the librarian's room, but now hangs in view of all who enter. Mrs. Abbie Palmer Rogers, daughter of Capt. Peleg W. Gifford, died on May 20, 1894.

Sixty-six Years Ago. — Those who remember the southeast corner of Center and William streets in 1881, where the Millicent Library now stands, can visualize the stone wall on the south side of the street, the flower garden and pear trees within the enclosure, and the unique weather vane, elevated on a tall spar, consisting of eight full-rigged schooners upon arms, four of which revolved in one di-

rection while the other four turned in the opposite direction. Above these eight was a solitary schooner which served as a vane.

The Millicent Library, ever under the care of wise leadership, selecting librarians of experience and training, has endeavored to extend its influence throughout the town. In this, it has been markedly successful. The citizens feel indebted to its staff, past and present, as well as to the donor of the building which has already served the town for more than half a century.

The librarians, since the opening of the library in 1893, have been:

Don C. Stevens	1893—1901
Drew B. Hall	1901—1911
Galen W. Hill	1911—1926
Louis F. Ranlett	1926—1928
Avis M. Pillsbury	1928—

The Annual Report of The Millicent Library is always illuminating and inspiring. The history of the Library really belongs to "Modern Fairhaven."



Mill Pond or Herring River



Old Candle House — Head of Middle Street

CHAPTER XIII

Inns -- Hotels -- Houses

Inns, Boarding Houses. — In the very year of its incorporation, and for some time thereafter, Fairhaven was favored with hostelries, as shown by the advertisements of the day. Capt. Gamaliel Church established an Inn at the head of the old South Wharf, in 1764, on the east side of Water street. From the "Bristol Gazette" we quote the following: "Boarding House. Jonathan Tripp respectfully informs his friends and the public that he has opened a Boarding House in the Village of Fairhaven, near the Mill Bridge, for the accommodation of travelling gentlemen and steady boarders. Good stabling for horses may be had as above. December 18, 1812." Under the date of January 1, 1817, we read: "House for Entertainment. The subscriber, having opened his house in the village of Fairhaven for the entertainment and accommodation of the public, solicits their patronage. (Signed) H. G. Church." Under the date of March, 1837, Asa Hill advertises as follows: "For Sale in Fairhaven. A valuable house and lot pleasantly situated in the village, formerly and successfully occupied by the subscriber as a boarding house."

Fairhaven Hotel. — James Wing purchased land of Lydia Church in 1831. Within a year after the purchase, the following appeared as an advertisement: "Fairhaven Hotel. The subscriber informs his former customers and the public that the new house erected by him for a Hotel was opened in July last, and is now prepared for the reception of company. Stables and sheds attached. (Signed) James Wing, August 21, 1832." This was not a successful venture and it was closed. On the southwest corner of Willam and Union streets, stood the headquarters for the sale of ice, right from the Mill Pond, sold by Wing, the hotel proprietor.

In 1851, a syndicate got possession of the Hotel, and opened it. This corporation, with a mortgage on the property, caused the Bank to foreclose in 1854.

The next landlord of the Fairhaven hotel was Mr. J. C. Bennett who advertised, under the date of October 30, 1854, that the "Union Hotel" would be opened for transient and permanent boarders on and after November 1st. Gala occasions were current during this management, as is evidenced by the following: "THE LADIES OF

FAIRHAVEN. A private supper. A few weeks since, the old men of Fairhaven had a supper and a fine time at the Union Hotel, which was followed by another supper which Mr. Bennett, the popular landlord of that establishment, furnished for the young men. The ladies then began to think it was their turn, and accordingly made the necessary arrangements with Mr. Bennett to prepare a supper for them, to which no gentlemen should be admitted. The number of ladies present was seventy-five. After appropriate ceremonies at the table, the company indulged in the merry dance until the bell in the church tower began to announce the advent of the new day. The party was one of the merriest, happiest of the season, and although no gallants were present to render those delicate little attentions which the rules of convention demand, the company all declared that there 'never was a better time either in Fairhaven or anywhere else.' January 1855."

In the following year, Mr. George F. Averill, of Salem, undertook to operate the hotel which he opened on May 6, 1856. In 1860, Fairhaven was temporarily without a hotel until the "Union Hotel" was reopened under a new management, Mr. J. B. Carter, of Boston, in June of that year. On May 3, 1865, the hotel with furniture, was sold at auction as a result of foreclosure by the bank, which had held the property for nearly two decades. Charles Allen and James Davis were, at different times, managers, the latter opening the hostelry in January, 1868. Then followed the announcement, in March, 1878, that the hotel would change landlords, this time Mr. and Mrs. Ebenezer Bryden taking charge.

James Wing Again. — Mr. James Wing, who purchased the land and erected the original hotel building, entered a larger sphere, advertising under the date of February 2, 1856, as follows: "Co-partnership Notice. The subscribers have this day formed a co-partnership under the name of J. Wing & Son, and having leased the Parker House, will be happy to receive their friends and the travelling public. (Signed) James Wing, George F. Wing."

Eight years later the death of Mr. Wing was announced as follows: "Death of a Landlord. James Wing, Esq., the well-known landlord of the Parker House, in New Bedford, died yesterday morning (April 4, 1864), after a sickness of several weeks. Mr. Wing was for many years landlord of a hotel in Fairhaven, and for the last six years or more has kept the Parker House."

Houses that Wander. — Buildings, in Fairhaven, have moved about as if they had the power of locomotion. Jonathan Buttrick's

old bakery which was located on Church street was moved to the Old South wharf. The former residence of William Washburn, once at the southeast corner of Main and South streets, we discern across the street. The old Green street schoolhouse, which was once on the east side of the street, is now on the west side near the corner of Green and West Allen streets.

The Hamlin, later the Sawin building, which stood for decades on the west side of Water street, between Union and Center streets, we espy, minus the cupola, on Union wharf. The residence of Charles H. Morton, at the southeast corner of Washington and Chestnut streets, once stood just south of the National Bank building, on Main street. The dwelling house at the southeast corner of Water and Center streets, formerly the tin-shop of C. A. Johnson, afterwards that of I. N. Babbitt, Jr., before he moved to Main street, stood between the homestead of Phineas Terry, on Main street, and the Union Hotel. Eben Delano's fish market once located on Mill-Bridge is now a double garage and stock room on the north side of Spring street, near Green.

At the southeast corner of Union and William streets we descry the former residence of Dr. George Atwood who lived at the northeast corner of Center and William streets. The store which was occupied by Mrs. John Damon as a millinery shop and prior to that by James Church as a shoe store, formerly stood just north of Fountain Hall, and, in 1855, was an apothecary shop. The old Spring street schoolhouse is now in the rear of Mr. Valentine's residence on Spring street, while the old Center street Grammar and Primary school building can be sighted on the property of the late Walter Howland on Alden Road, near Boston Hill Road.

The two-tenement house, north of the dwelling on the northeast corner of Center and Chestnut streets, was originally a barn situated on the Young estate, northeast corner of William and Union streets, where the post office now stands. Bisbee's store and billiard room moved from the west side of Main street opposite Fountain Hall, to the east side, a little to the north, and then, across the street again. The Proctor house, where Capt. C. C. Harris had for years his boat bazaar, was the first house in the village, being moved from the Copeland farm on the New Boston road. Although this house is demolished, the old-fashioned, many-paned windows are destined to do duty for many years in a summer cottage on the late Harry Delano estate on the Weeden road. The old academy building, erected about 1798, jumped across the street and started toward the north. Deacon Hiram

Tripp's house, 23 William street, purchased by Levi M. Snow in 1879, has made several trips about the town. The boat shop of William T. Swift, after journeying from Higgins wharf to the southeast corner of Middle and Pease streets, was converted into a dwelling house. In 1946, it was moved to Main street, facing Pease street. The Contest engine house had an uneasy career, being pushed from its location on the west side of Walnut street, between Union and Center streets, by the far more pretentious structure, The Millicent Library, to the lot north of the shoe factory on Main street; thence, in November, 1894, to the lot west of Bauldry's stable on Spring street.

The boot and shoe store of Edwards and Ede was more of a travelling nature, and took up abode at Wood's Hole. The shoe shop of E. M. Dean, formerly at the southwest corner of Water and Union streets, was a wanderer, too, landing in New Boston on the farm of John Howard, being placed on wheels and hauled there by six yokes of oxen. The studio at the corner of Main and Church streets, formerly occupied by L. D. Eldred, the artist, and before that by William Bradford, skied to the yard of the latter to be converted into a barn, where now stands the Town Hall. The house, which stands at the northwest corner of William and Washington streets, once faced Washington street. The old drug store of Dr. Miller, that stood near the northeast corner of Union and Middle streets hied to Union wharf in August, 1880, where it was used by Porterfield Hutchins as a workshop and storage quarters.

The old STAR building, now at the northwest corner of Main and Ferry streets, has been a merry traveller, also, first located on Middle street, between Center and Union, then on Main street opposite the Fountain Hall building, and finally to its present location. Even the cumbersome Phoenix Block has sidestepped a bit, for as a church building it stood some distance back from the corner with beautiful elm trees on three sides.

The Sawin Mansion. — In 1830, Ezekiel Sawin, merchant, built the house on the northwest corner of Center and Middle streets. The dwelling house which stands on the southwest corner of William and Washington streets was erected before any persons now living in Fairhaven were born. The land for the erection of the mansion which dignifies that corner was sold by the Stevens family, George H. Stevens, Charles F. Stevens and others, to Ezekiel Sawin. George H. Stevens was the late Miss Cora Stevens' father, and Charles F. Stevens was her uncle. For the land originally consisting of 29 rods,

Mr. Sawin paid $1,028, on April 17, 1840. Thus the house is more than a century old.

On May 30, 1866, this residence was advertised for sale, and on March 2, 1867, Hon. Weston Howland, of New Bedford, purchased the property. Mr. Howland had been alderman from the sixth ward and was regarded as a public-spirited and valuable citizen. What was New Bedford's loss became Fairhaven's gain.

S. E. Corner of Center and Green Streets. — Nearly a century ago, a house, still standing and known by the majority of the citizens, was for sale. This was occasioned by the sudden death, at his residence, on Saturday morning, October 13, 1849, of Atkins Adams, in the 68th year of his age.

The Jenney Mansion. — The location of Memorial church was once described as follows: — "AUCTION SALE. The princely residence formerly owned and occupied by William P. Jenney, Thursday, December 13, 1866, at 12 o'clock. The above residence is finely situated, artistic, and highly finished, built of the best material and is, in fact, one of the finest pieces of architecture in the State, and cost when built over $25,000; 1½ acres of land, thickly studded with the best of fruit and ornamental trees, flowers, evergreens, etc."

The Church Mansion. — Mr. David D. Hammond who had purchased the Nathan Church property on the northeast corner of Center and Green streets, in February, 1865, for $10,000, was seized with apoplexy on March 12th of the following year, which resulted in his death within a few hours, aged 54 years.

This was followed by another sale: — "REAL ESTATE. The brick dwelling house on Center street, Fairhaven, formerly the residence of Nathan Church, has been purchased by George F. Tripp, Esq., for $6,500. Saturday, February 9, 1867." The brick house, erected in 1840, was constructed for $22,000, sold to David Hammond for $10,000, to George F. Tripp for $6,500, to Walter P. Winsor in October 1879, for $4,000. The main entrance was then on Center street, we infer from the preceding notice. This was removed and a conservatory substituted.

The Winsor Family. — Here let us pause and retrospect; it will be positive proof that "tempus fugit." We remember, somewhat hazily, when the Tripps lived in the mansion, on the northeast corner of Center and Green streets, but we recall more clearly when the Winsors lived there. Then, the forty-year-old house was astir with

comparatively young parents, the oldest child being born in 1879, and the youngest in 1892.

Changes transpired; the children were educated; marriages took place; deaths occurred. Walter Pellington, Jr. was graduated at Harvard University and Law School; Anna Bancroft Winsor and Carl Clapp Shippee were married; Bancroft Winsor, a graduate of the Fairhaven High School, pursued studies at the Worcester Polytechnic and the Massachusetts Institute of Technology. Bancroft, and Beatrice, daughter of Crawford and Anne Dunham, were married; Allen Pellington Winsor received the A. B. degree at Harvard in 1914 and the M. D. degree in 1918.

The family, a cultured and educated one, began to disintegrate:

Walter Pellington Winsor, 1846-1911
Mary Bancroft Winsor, 1856-1921
Walter P. Winsor, Jr. 1879-1911
Bancroft Winsor, 1889-1939

Anna, born in 1881, is living in New Jersey. Allen, born in 1892, is a physician, in Cambridge.

A Tribute to Mrs. Winsor was a contribution to The Fairhaven Star of May 6, 1921.

Building Boom. — Within a period of twenty-five years, the following dwelling houses, with the names of the owners, and approximate dates of construction, were erected in Fairhaven.

1874. Charles P. Maxfield, Cor. Bridge and Adams streets.

1876. George W. King, Cor. Green and Rodman.
Joshua R. Delano, Spring street.
Baker Bros., Pleasant street.
Joshua H. Delano, Cor. Center and Pleasant.
E. G. Paull, Cor. Green and Union.
William S. Guild, Main street.
Lysander C. Gurney, Cor. Fort and Church.
John Gurney, Bridge street.

Charles S. Morse,	Madison Square
John Morse,	Madison Square
Charles E. Hammond,	Madison Square
Martin Hammond,	Madison Square
George Howard,	East Fairhaven

1877. Joseph Pope, Laurel street.

1878. Seth H. Keith, Fort street.
James Loomis, Fort street.
1879. Warren Lorenzo Braley, Green street.
1880. Alfred Nye, Cor. Main and Washington (Store).
1881. Joseph B. Peck, Laurel street.
1882. Lorenzo Shurtleff, Fort street.
Edwin Stowell, Cor. Fort and Church.
1885. Walter Day, Cor. Green and Spring.
1886. Benjamin F. Cottelle, Fort street.
1887. James F. Terry, Middle street.
David N. Kelley, Green street.
David T. Hathaway, Green street.
1890. Mrs. H. W. Pope, North Main street.
1891. Joseph K. Nye, Main street.
1893. Rollin A. Wells, Chestnut street.
1894. Henry B. Gifford, Cor. Main and Cowen.
1895. Holder A. Harris, Green street.
Mary Babbitt, Church street.
John A. W. Burgess, Middle street.
Albert Jackson, Green street.
Charles E. Lumbard, Laurel street.
1896. Samuel S. Bumpus, Cor. Water and Washington.
Mrs. Waldo Rounsville, Laurel street.
Horace K. Nye, Green street.
Charles F. Dillingham, Chestnut street.
1897. Capt. Alexander Winsor, Fort street.

Many more structures than those listed were erected during this quarter-century period; some were remodelled; barns and stores converted into dwellings, etc.

Another period of equal length made resplendent the name of Henry Huttleston Rogers due to the gifts to his native town, beginning with the purchase of the square for the Rogers School and closing with the erection of the High School building.

Horse Chestnut Tree House. — Every house has its history. On the 6th of September, 1862, Lydia H., widow of the late Capt. Owen Reynard, died, aged 47. The funeral was at 67 Center street. Then we find: — "HOUSE AND LOT AT AUCTION. On Monday, December 1, 1862, at 2 o'clock P. M., will be sold the dwelling

house and lot, No. 67 Center street, in the village of Fairhaven, the lot containing 23 rods. Terms at sale."

This property passed into the ownership of Lucy A. Reynard who sold to Warren Delano, in 1863; Mr. Delano sold to Benjamin F. Beetle on July 7, 1871.

Here Walter F. Beetle, the son, spent a part of his boyhood days. This house was destined to go, to make way for the Unitarian property, but the horse-chestnut tree on Center street still remains pointing the way up the outside stairs to the front door. The removal of this house took place years ago, in fact Mr. Beetle had launched upon a lifetime career elsewhere and never knew what disposition was made of the old home. In the summer of 1940 Mr. Beetle arrived in town, and learning that his usual room had been taken by unexpected guests, was directed to Mrs. Foster's on Laurel street. Upon his arrival there, he saw to his utter amazement, that he was approaching his former boyhood home. One can, perhaps, image his delight upon being permitted to roam, after the lapse of many years, over this house, the whereabouts of which, as we have said, had been unknown to him. Mr. Beetle, 90 years of age, makes periodic visits to the town, enjoying every minute of his sojourn. He was born in the house on Washington street, known in my boyhood days as the William C. Ford house. Then his family removed to the Tucker Damon house, on the east side of Water street, near Union, going thence to 67 Center street. His father purchased the homestead of Capt. Joseph Taber, on Center street, corner of Green, in 1886, removing there in 1890. The Fairhavenite who does not chat with Mr. Beetle misses much. Mr. Beetle was born on February 2, 1857.

CHAPTER XIV

Clubs -- Societies -- Associations

Temperance Society; Cold Water Army. — Our main source of information is the Autobiography of Elder Joseph Bates, a resident of Fairhaven for many years. This book of about 300 pages, published in 1868, tells of "a long life on shipboard, with sketches of voyages in the Atlantic and Pacific oceans, the Baltic and Mediterranean seas." In addition, he gives us glimpses of early experiences in reform movements together with mention of the great Advent movement, 1840-1844.

Joseph Bates was born in Rochester on July 8, 1792. In the early part of the following year, the family moved to that part of New Bedford incorporated as Fairhaven in 1812. In the latter place he resided until he removed to Michigan in May, 1858.

"I remember when I was a lad the great reformation of 1807 in New Bedford and Fairhaven. During the spring of the year 1827, we were blessed with a revival of religion in Fairhaven, especially in the Christian church. The same day while we were changing our clothes, I solicited Elder M., who baptised me, to assist me in raising a Temperance Society. Failing with him I moved out alone. Soon a meeting was called, and the FAIRHAVEN TEMPERANCE SOCIETY was organized." Capt. Stephen Merrihew was chosen president and Charles Drew secretary. "If any Temperance Societies had ever been organized previous to the one at Fairhaven, we were unacquainted with the fact." "The Society struck out in time the words 'ardent spirits' and inserted instead 'all intoxicating drinks.' This reform gave us the name of TEETOTALERS."

"Before this, our Temperance Society had become exceedingly popular. Our meeting-houses in their turn were crowded with all classes to hear lectures on the subject." Societies organized in New Bedford. A Bristol County Temperance Society was organized. This was followed by the Massachusetts State Temperance Society. Temperance papers, tracts and lectures multiplied throughout the land, and opposition began to rage like the rolling sea. Then came the COLD WATER ARMY of little children from four years onward. "As I examined my papers the other day, I saw the book containing the names of nearly three hundred children who had belonged to our COLD WATER ARMY at Fairhaven."

"Thus in four years, or from 1827 temperance societies had progressed from our small beginnings, in Fairhaven, so that in 1831 there were 3,000 temperance societies formed in the United States."

"Up to 1832, the Christian Church, in Fairhaven, with which I had united, had occupied a rented hall. Four of the brethren united together and built one which was called The Washington-street Christian meeting-house."

"In March, 1841, William Miller commenced a course of lectures in the Washington-street meeting-house. The house was so crowded that a great portion could not be seated, and yet all was quiet and still as night." Mr. Miller, as we know, was an exponent of the Second Advent doctrine. "About this time the church elected a pastor, which was a source of deep trial to those who were more deeply interested in the Advent movement. Several of those interested ones sought and obtained their dismission. I withdrew and notified the trustees of the meeting-house that I was ready to dispose of my interest to them which I held in the premises. They declined the offer. Four of us, members of the church, had united and built the meeting-house at a cost of over nine thousand dollars, nearly three-fourths of which belonged to us at the time I withdrew."

This autobiography of Mr. Bates should be read from cover to cover to learn the claim that Fairhaven was in the fore rank of the temperance movement in America.

Seamen's Friend Society. — In the Autobiography of Elder Joseph Bates we find this sentence "A few friends of the cause (The sailors' wants) came together, and we organized the 'Fairhaven Seamen's Friend Society.' "

Under the date of Fairhaven, September 15, 1832, we find: — "NOTICE. The undersigned hereby give notice that a meeting of all persons who have associated as members of the 'FAIRHAVEN SEAMEN'S FRIEND SOCIETY,' for the moral improvement of seamen, is required to be holden at the Academy Hall, on Monday, the first day of October next, at 6 o'clock P. M. for the purpose of organizing said Society under the Act of Incorporation. (Signed) Joseph Bates, Enoch S. Jenney, Asa Hill."

Labor Unions. — The demand for higher wages has ever been with us. We learn of this in the 20th Chapter of Matthew, where we find that wages depended upon the agreement made between the individual employee and the employer.

Let us note what has happened in our midst during the last 115 years. Under the date of Tuesday, February 14, 1832, we find: "WORKING MEN'S MEETING, in Fairhaven. A meeting of mechanics and working men, will be held at the Academy Hall, in Fairhaven, this evening, at 6 o'clock, for the purpose of organizing a Society auxiliary to the New England Association of Mechanics and Working Men. Those friendly to the purpose of the meeting, in Fairhaven, and the adjoining towns, are invited to attend."

On Saturday evening, May 20, 1841, a meeting of ship carpenters and other mechanics interested to take into consideration the propriety of establishing ten hours as a day's work, was held.

More than a century ago, the Morning Mercury gave us this information: "NOTICE. The caulkers, of New Bedford, give notice that on Monday the 15th instant (May, 1843) the wages will be established at $2.00 per day."

On Wednesday, March 13, 1850, the carpenters demanded $1.75 per day.

"At a meeting of the House Carpenters, in Fairhaven, held May 13, 1850, the following resolutions were unanimously adopted: Resolved; That we, the House Carpenters, are dissatisfied with the present compensation paid for our labor, and think the present a favorable time to raise our wages. Resolved; That on and after the 15th of this month, our wages be advanced 25 cents per day on the regular price now paid. Resolved; That we will not do another day's work after this specified time unless our reasonable demands are complied with. Per order, (Signed) Jeremiah West, Pres.; William H. Handy, Sec."

In April, 1853, toilers were seeking an increase in wages, their demand being $2 for a day's work. The strike fever spread. On May 4th of the same year, the caulkers struck for higher wages. They demanded $2.50 per diem. In June, 1853, the riggers imbibed the spirit, demanding an increase, and then abandoned their strike, going to work at the old scale of $2 per day.

Soon, we find this: "SHIP CARPENTERS. The journeymen ship carpenters will demand $2.50 for a day's work on and after Monday next, April 10, 1854." On the 24th of that month and year, this is observed: "THE JOURNEYMEN MASONS. On and after Monday next, April 24, 1854, the journeymen masons demand $2.00 per diem." The following month the Stevedores Holdmen demanded $2.50 per day. In March, 1854, the house carpenters raised their pay to $2.00 per day.

Ninety-three years ago, the following was published: "DOCTORS ON A STRIKE. The physicians of Worcester (and it spread) have unanimously resolved to increase their fees, and will hereafter charge for an ordinary visit $1.00; for a night visit, $2.00; and for a consultation, $3.00." The newspaper adds: "A decrease in the amount of sickness will no doubt be the result. January 27, 1854."

The journeymen Mechanics, of New Bedford, held a meeting on February 16, 1856, and resolved: That from and after April 1, 1856, we do require from our respective employers the payment of our wages monthly. In November, 1859, hod carriers, who received one dollar for a nine-hour day, struck for $1.12 per day.

In the Mercury, we find the following: "HOUSE CARPENTERS' NOTICE. At a meeting held on Saturday evening, it was unanimously resolved: That on and after Wednesday, November 11, 1863, we, the journeymen house carpenters demand twenty-five cents per hour for our labor."

Then the hair Dressers, of New Bedford, met, and agreed on the following prices for their labor; "owing to the extremely high prices of every article and necessity of life, on and after November 20, 1863, the price of shaving will be ten cents; haircut, 20 cents; children's haircut, 15 cents."

In 1865, the "EIGHT HOUR LEAGUE" was active in this vicinity, demanding that number of hours as a day's work.

At a meeting of the journeyman masons, held on Saturday evening, it was voted that their wages be 35 cents per hour, the same as last year, to take effect on and after this date. New Bedford, April, 24, 1876."

In April, 1882, the ship carpenters struck for an advance in wages, from 25 cents to 30 cents per hour.

A contributory factor in the ever-increasing cost of living continued, and in July, 1890, the local decision was nine hours for painting, at 35 cents per hour.

Union Association for Christian Work. — "The first regular meeting of the Fairhaven Union Association for Christian Work was held last evening (Thursday, July 7, 1870) in Phoenix Hall." This organization was honored by having as stereoptician lecturer our own townsman, William Bradford who gave his services for the betterment of the Society and its work. Mr. H. C. Crane was the president of the Society. In September of that year, William Brad-

ford was chosen president to fill the vacancy occasioned by the resignation of Mr. Crane.

The Union for Christian Works of Fairhaven embraced a membership of persons of all shades of religious belief. The officers were: — President, H. C. Crane; Vice-president, Mrs. Isaiah West; Treasurer, Miss Mary Wood; Recording Secretary, Miss Minter; Corresponding Secretary, Frederick H. Hitch; Librarian, Miss Sarah Tripp; Directors, William Bradford, E. G. Paull, Mrs. A. G. Tripp, Mrs. M. H. Delano, Miss Lizzie Atwood; Finance Committee; Eben Akin, Jr., L. S. Judd, Job C. Tripp.

This Association started with 80 members. A meeting was held in the Unitarian Vestry on Monday evening, July 11, 1870 when 16 new members were added. The organization secured the Union Hotel for the season. The rooms were open to the public on Sunday, July 17th at 6 P. M. at which time they were dedicated with appropriate ceremonies. There was singing by all; the President of the organization read the Scriptures and Rev. I. H. Coe of New Bedford addressed the gathering. There was a large attendance. Thereafter the rooms were open every evening until 10 o'clock. The Association sponsored a course of lectures with well-known speakers participating, beginning Monday evening, November 28, 1870. Tickets for the course, $1.00. The Fairhaven omnibus was at the service of the New Bedford attendants.

The Colonial Club. — A series of items concerning matrimony set the town astir: — Wednesday, October 15, 1873. "FAIRHAVEN is destined to have a sensation one day next week. Cards of invitation have been circulated for the wedding of one of its fairest belles, at the Congregational church. We hear that a young New York merchant is to be the happy man. Flowers, music and beauty will add to the interest of the scene."

Thursday, October 23, 1873. "MARRIAGE IN CHURCH. In the Congregational church, Fairhaven, this afternoon, Mr. John E. Coggeshall, of New York, formerly of New Bedford, and Miss Mattie G. Jenney, of Fairhaven, were married by the pastor, Rev. Mr. Hawkes. The church is very prettily trimmed with evergreen and flowers, and the attendance was very large. The happy couple leave for their future home in New York this afternoon."

From an historical sketch by Lemuel D. Eldred, through whose suggestion the Colonial Club was formed, we quote: "The Colonial Club, of Fairhaven, was organized in 1912 from a nucleus consisting of the "Colonial Dames" — those who took part in the centennial

celebration of the town, commemorating and becoming a part of its history."

"The original Colonial Dames were as follows: Mrs. H. K. Nye, Mrs. Zenas Winsor, Mrs. Sarah Goodnow, Miss Emily Allen, Mrs. I. N. Babbitt, Miss Helen Maxfield, Mrs. Frank L. Wilde, Mrs. W. B. Studley, Mrs. George L. Hiller, Miss Susan Damon, Miss Mary E. Akin, Mrs. Frank Blossom, Mrs. Frank H. Church, Miss Helen B. Copeland, Mrs. Sarah Jordan, Mrs. Henry D. Waldron, Mrs. C. L. Dunham, Miss Mabel L. Potter, Miss Maria F. Tripp, Mrs. E. G. Tallman and Mrs. George D. Hammond."

Mrs. Martha G. Coggeshall died in the spring of 1916. The Colonial Club voted, in 1916, to accept the gift of the Coggeshall Memorial, at Oxford, willed to the Club by Mrs. John E. Coggeshall. The home of the Club up to this time had been the "Academy Building." Both Mr. and Mrs. Coggeshall were charter members.

"This legacy has given a new impetus to the Colonial Club. It has grown from 21 members to an association of over two hundred."

Farmers' Club. — The original Fairhaven territory was active more than seventy years ago. "FARMERS' CLUB. The farmers of the south part of Acushnet and the north part of Fairhaven, have formed a club called the ACUSHNET FARMERS' CLUB, the object being to increase interest and knowledge in agriculture and such other subjects as the society may think proper. The club meets regularly on Monday evenings, at the residence of Capt. James Dahl, in Fairhaven. The present number of members is 20. James M. Allen, Jr., of Fairhaven, is secretary, and Capt. Dahl, treasurer. December 2, 1875."

Young Mens' Debating Society. — Nearly seventy years ago, there was organized in Fairhaven the association denominated the "Young Men's Debating Society." The first meeting was held on the evening of October 25, 1878, with six persons present. These six, with two others who were absent, constituted the original members of the society. They were Albert B. Collins, Thomas R. Robinson, Frank H. Dunham, Thomas A. Tripp, Frank A. Rand and James L. Gillingham: The absentees were Frank Burgess and Charles T. Akin. The meetings were held in the rooms of the Library Association, southwest corner of Center and William streets. Here they met on alternate Friday evenings, at 7:30 o'clock.

By carefully examining the Records, By-laws and Constitution, all of which are in a perfect state of preservation, we unwaveringly come to the conclusion that this organization, nearly all the members

of which have passed away, must have surpassed the majority of the present day gatherings of a similar nature, and would be an excellent criterion for future assemblies.

At an adjourned meeting, with A. B. Collins acting as chairman, the original members proceeded to ballot for officers, to serve three months, with the following result: — A. B. Collins, President; Thomas Tripp, Vice-president; James L. Gillingham, Secretary and Treasurer. The executive committee was empowered to purchase a blank book in which to keep the records. Upon the examination of the treasurer's report the writer finds that this book cost 35 cents. The treasurer's account book cost 8 cents. It was voted that the subject for debate at the next meeting to be held on November 8th should be: — Resolved; "That the best good of the United States of America demands the issue by the government of an irredeemable paper money which shall be made a legal tender in payment of all debts, public and private, and the issue of which shall be in a fixed ratio to the number of inhabitants of said United States."

On November 8th, it was voted that Thomas R. Robinson be appointed a special committee to employ a janitor to take care of the room. At its next meeting, on November 22, 1878, George H. Taber, Jr. was unanimously voted a member. Mr. Robinson then reported that he had made an agreement with Herbert Burke to have him build the fire and take care of the lights and room for five cents per night, on the nights of the meeting. The name of Charles H. Sullings, age 22, occupation, a musician, and William H. Fish, age 24, occupation, a plumber, were proposed for membership. Their election took place on December 20th. Initiation, which cost 25 cents, followed. It was voted that Mr. Gillingham be appointed a committee to procure a seat for the secretary as shall suit his size and desire. On the next day, it is recorded, a stool, costing 40 cents, was purchased.

For the most important decisions larger committees were appointed. This time Messrs. Collins, Robinson and Gillingham were appointed a special committee to confer with the trustees of the Library to ascertain whether they would grant the request concerning the placement of two additional bracket lamps. The treasurer's report states that the bracket lamps were purchased on November 30, 1878, for $1.00. On December 15th, the janitor was paid, for his several nights of service, the sum of 15 cents. On February 13th following, he was paid 25 cents.

At the meeting of January 17, 1879, it was voted that the treasurer be appointed a special committee to confer with the librarian as to

the matter of procuring coal for the use of the Society and also for the use of the Library as compensation for the use of the room, fire and lights. The Debating Society, before its next meeting, had purchased the coal, ¼ ton, costing $1.38.

On January 31, 1879, the election of officers was the order of the evening and resulted as follows: — Thomas R. Robinson, President; Frank H. Dunham, Vice-president; and a member whom we shall call "John" was elected Secretary and Treasurer. "John" unconditionally declined to accept the offices. The Society declined to accept "John's" non-acceptance. "John" then with resentful ardor demanded that either he should be excused from accepting the office to which he was elected or that his name should be taken from the roll as a member of the Society. The records state that "as this was an unexpected situation of affairs, and as the intent and purpose of the Society, IN THE MAIN, was to promote good will and exhibit a Christian spirit, the one to the other, among the members, it was voted that the matter be laid upon the table."

At this meeting of January 31, 1879, more than 68 years ago, the subject for debate for the next meeting was, Resolved: — "That the present financial condition of the Country has been brought on by the extravagance of the people."

On February 14th, instead of "John," Charles T. Akin was elected Secretary and Treasurer and initiation followed. It was voted to appoint a committee to draw up a resolution condemning and censuring "John" for his recent conduct as exhibited in his persistent refusal to serve as an official of the Society. The committee appointed consisted of Mr. Gillingham and Mr. Akin and it was voted to lay the matter on the table.

On March 11th it was voted that Mr. Fish be appointed a committee to purchase a key. The key was purchased. In April, Mr. Tripp was appointed a special committee to purchase a chair for the president of the Society. This special committee reported the purchase of a chair costing, according to the treasurer's report, 59 cents. The name of Robert H. McFaunn, occupation, a nailer, was presented for membership. In May, Thomas R. Robinson was chosen President; Frank H. Dunham, Vice-president; Charles T. Akin, Treasurer and Secretary. The meeting held on September 2, 1879, seems to have been the last. The record book, and the treasurer's report together with the report of the secretary are in perfect condition as I view them on the desk before me.

Mr. Thomas A. Tripp, now in his 90th year, his birthday being October 8th, a member of the Young Men's Debating Society founded



Rogers School — Opened in 1885



New Bedford and Fairhaven Bridge — Sixty Years ago.

in 1878 when he was 21 years of age, has experienced an exceptional career.

About the time that he became a member of the above-mentioned Men's Club, he started his life work with what became The Pairpoint Corporation, retiring from that concern as vice-president, after more than a half century therewith.

Mr. Tripp was one of the original directors of The Millicent Library in which he has always taken the deepest interest. He has served as president of the Fairhaven Water Company; has served the town in various capacities by vote of the people, and has been president of the Fairhaven Institution of Savings for about 44 years.

Mr. Tripp probably has a more extensive knowledge of local history than any other person in town. His reminiscences should be carefully preserved.

Sconticut Neck Literary Club. — Let us mention one organization about which we learn from the contribution headed "Communication," printed under the date of Wednesday, February 20, 1878, reading as follows: — "To the Editor of the Standard: — A few ladies and gentlemen of Sconticut Neck, met one evening this winter, and decided to extend an invitation to the residents here to meet with them the next week. The result was the formation of a Literary Club. The meetings have been well attended, applications of admission being made almost every evening. The first half hour is devoted to historical reading, then follows reading on subjects or characters introduced; then miscellaneous readings; recitations and compositions are next in order, some of which have been of a high order. In consequence of the closing of our school, Miss Clara B. Alden has resigned her position as Secretary of the Club."

Clubs Aplenty. — Every generation has its organizations having for their objective the general welfare of the community — the present generation being merely the link between the past and the oncoming. Fairhaven has, and has had, its share of human aggregations. In May, 1890, "The Mustard Seed Society," formed by the young people of the Unitarian Church, had the following officers: — Lillian E. Bryant, President; Annie Thompson, Vice president; Mabel Potter, treasurer; Maud Brown, secretary. This club, in 1891, had the same president and the same treasurer, but Cordie Hillman was inducted into the office of vice president and Alice M. Tallman as secretary.

Miss Lillian Estelle Bryant, president, daughter of Cyrus Bryant who lived in the house on the east side of Walnut street, north of the

Methodist church and south of the Warren Delano estate, was a graduate of the local high school in the class of 1891. In June, 1899, Mr. Albert Swift Morse and Lillian Estelle Bryant were married.

Miss Annie Thompson, vice president of The Mustard Seed Society, was appointed assistant at the Millicent Library upon its opening, and served efficiently in that capacity for many years. She lives at the old homestead on Laurel street.

Miss Mabel Louise Potter, treasurer of the society, was graduated at Brown University in June, 1897, receiving the A. M. degree the following year. Miss Potter has been in educational work or work pertaining thereto, since graduation from college, teaching in Providence, R. I.; Palmer, Massachusetts; LaCrosse, Wisconsin; and Boston, Massachusetts. She was instructor in Physical Culture at the Women's College in Brown University, in 1898-99, and has since made an enviable reputation as landscape designer. Her interest in all projects for the betterment of Fairhaven is well recognized. Mr. Daniel C. Potter died in September, 1928, at the age of 84, and Mrs. Ellen H. Potter, wife of Daniel C. Potter, died in January 1925, at the age of 80. It is gratifying to state that both were widely known and consistently loyal to every worthy undertaking.

Miss Maud Brown who lived in her girlhood days on Water street, afterwards removing to the house (now on the west side of Laurel street, south of Union) which stood on the south side of Center street, next east of the corner of Walnut street, or opposite the horse-chestnut tree in that locality, was the secretary of The Mustard Seed Society in 1890. Her engagement to Mr. Walter Jay Osborne of Norwell was announced in January, 1904. They were subsequently married.

Miss Alice Tallman, secretary of the Club in 1891, graduated from the Rogers School, Center street, in 1888, and from the local high school in 1892. We remember her as a bright, enthusiastic and scholarly pupil. In October, 1900, Norman M. Paull and Alice M. Tallman were married. Mrs. Paull died in May, 1918.

Another club was the Crocus Club, often meeting at the residence of Mrs. D. A. Caldwell in 1880. Mr. Caldwell who had been principal of the local high school and of a Grammar school in New Bedford, died in February 1886. Then there were the Unity Club, the Thalia Club which was formed in 1884, the Ragnaroc Tennis Club, the U. M. S. Club, the Empire Club, a literary association which gave a social dance at the Phoenix Hall in January, 1855, the S. Q. C. Club which was existent in 1892, etc.

Two worthy organizations might be mentioned here: — The Independent Order of Good Templars and The Sons of Temperance. The I. O. of Good Templars differed from the Sons of Temperance inasmuch as ladies were admitted to full membership on an equality with gentlemen and were eligible to hold office, at least we find this so in October, 1859. This fraternity made use of mystic signs and grips.

Fountain Division, No. 89, Sons of Temperance, was instituted in Fairhaven on February 16, 1872.

At the regular meeting of the Fairhaven Lodge, No. 187, I. O. of Good Templars, held on Monday, August 7, 1871, the following officers were installed: — Obed F. Hitch, Emily Bailey, John Akin, Ansel G. Bourne, James G. Card, Frank Warner, Cyrus D. Hunt, Adeline Paul, James Severance, Jennie Leavitt, Lucy Harris, Ellen Potter, Abbie Alden, Isaac W. Thatcher. The installation at East Fairhaven took place the preceding Saturday evening.

CHAPTER XV

Fort Phoenix -- Phoenix Hall -- The Harbor -- The Islands

The Old Fortification. —Visiting Fort Phoenix today, with perfect freedom, is quite in contrast with former times, as will be observed by the following: — "FIVE DOLLARS REWARD. Any person who will give information to the subscriber, of the name of the person or persons who made a fire near the flag staff of the United States' Fort in Fairhaven, shall be entitled to the above reward by proving the same. (Signed) Cha's Hathaway, Overseer of the Fort. July 17, 1816." Under the same date, a sweeping order of exclusion was issued. "TAKE NOTICE. All persons are hereby forbid going within the limits of the United States' Fort at Fairhaven without permission from the Overseer of said Fort. And any person or persons found within the palisade or ramparts of said Fort, will be prosecuted, and two dollars reward is offered to any person who will give information and proof of trespass. (Signed) Cha's Hathaway Overseer of the Fort."

In 1841, a few thousand dollars were expended by the Government for the improvement of the fortification under Lieutenant Isaac Stevens who afterwards became the Governor of Washington Territory. At present there are 24-pounders which remain dismounted. The only time that these guns were used was in the celebration of our National Anniversary in Fairhaven, in 1849. This was printed in The Daily Mercury of October 17, 1859.

In Ithaca, New York, Capt. Jeduthan Taber, formerly of Fairhaven, died on August 10, 1855, aged 84 years. He was captain of the Fort, at Fairhaven, during the War of 1812.

"Who Goes There?" — Saturday, May 9, 1863. "ATTACK ON FORT PHOENIX. There has been considerable skirmishing in the woods in the vicinity of Fort Phoenix the past few days, and several times unknown persons have, very late in the evening, approached near to the gate, but have been careful not to answer to the call of 'Who goes there?' On Wednesday night, May 6th, they appeared as usual, and threw several stones at the guard. At about 10 o'clock on Thursday evening a large stone passed very near to the sentry who immediately fired his gun in the direction from whence it

came. What the effect was is not known, but nothing was heard afterwards. It may be considered sport but the parties may be mistaken."

"AMMUNITION FOR FORT PHOENIX. The schooner Henry Gibbs brought from New York, July 19, 1864, fifty boxes each containing three Parrott shot for the rifled guns, and seven barrels of powder."

The magazine was 28 feet wide, on the entrance end, by 51 feet long, the doorway being three feet wide and six and a half feet high. This end of the magazine was 12 feet in height. The magazine was completed by Captain Roberts in May 1865, and was intended to hold 25,000 pounds and capable of holding 50,000 pounds of powder.

Our generation remembers the Magazine of Fort Phoenix, with the door on the northeast. Through this doorway we lads entered to explore the dark recesses of a region once filled with shot and shell. The outline of the doorway, now stoned up, can easily be discerned by the discriminating eye. And in 1865 there stood the two-story garrison house a few feet to the east. Cedar groves could be seen in the vicinity of Fort Phoenix a generation ago. Mere remnants of the past remain today.

Fairhaven Recruits. — In April, 1861, recruits from this town to the number of 60 paraded in New Bedford with fife and drum to the tune of Yankee Doodle, and were tremendously cheered. In May, six 24-pounders were mounted at Fort Phoenix. The barracks were renovated, and a vigilant watch, day and night, was kept of all vessels approaching the harbor. It was in this month and year that a Union flag was raised at the Post Office with patriotic speeches, the ferryboat "Union" leaving New Bedford at 7 P. M., returning after the ceremony. The Fairhaven recruiting office, in charge of Charles H. Morton and James N. Cox, was located at 40 Center street in 1863. This was the number now east of Phoenix Block, formerly north of Fountain Hall.

On Monday noon, August 26, 1872, incendiaries set fire to the barracks at Fort Phoenix. The wife of Sergeant Wetzel, keeper, attempted to extinguish the flames, but they spread, and one building was destroyed before the engine from the village could reach the scene of the conflagration. A second building was partially destroyed. The old house, the last remaining one, at Fort Phoenix, was burned to the ground in November, 1918.

Muskets For Sale. — Fort Phoenix, in charge of Sergeant Wetzel, was abandoned in 1876. Sergeant Wetzel, a United States ordnance officer, who had been retired from active army service, had been stationed at Fort Phoenix as Government custodian.

As soon as the ordnance and munitions were removed, the muskets used by the Home Guards and owned by the town were packed away. In "The Fairhaven Star" of 1889 occurred the following:

"MUSKETS FOR SALE. The muskets used by the Home Guards in the late Rebellion, are now for sale at the town treasurer's office. (Signed) John I. Bryant, chairman of Selectmen."

Much more may be learned concerning the Fort by reading articles in "The Fairhaven Star" under the dates of October 21, 1893; December 14, 1923; June 8, 1933.

The Beacon. —Speaking of Fort Phoenix, one of the most picturesque spots along the coast, reminds us that here stood, like an eternal sentinel, the "Beacon," a welcome sight to mariners, and a landmark for several generations. On the water side, near the top, just beneath the large, black sphere, so familiar to the frequenters of the Fort, were these words in raised letters: — "Erected on the recommendation of George S. Blake, U. S. Navy and Coast Survey; Joseph Grinnell, M. C.; J. T. Adams, Collector. MDCCCXLVIII." Deciphered into Arabic numerals we easier read, 1848. Sons, daughters, fathers, mothers, grandfathers, grandmothers have gazed upon this substantial and seemingly immovable structure during a period of ninety years. It took the terrifying and tragic hurricane of September 21, 1938, to send this beacon prostrate to the ground, the great iron plates of which it was composed being broken into fragments, and the great, black ball that surmounted it, hurled onto the rocks below, was broken into bits.

The Rock Inscribed. — If one were to scrutinize the rock at the old base of the Beacon, which was erected in 1848 and demolished by the hurricane of September 21, 1938, he might decipher the name of George C. Merrihew, cut in the solid rock about 1870, that is, about 77 years ago. George Merrihew was the son of Phineas E. Merrihew, the latter born, in Fairhaven, in June, 1818. George was born in 1856, dying in February 1880 at the age of 24.

Another name discernible is that of Ira A. Reed, cut in the year 1857. Ira Reed, the friend of dogs, having many in his household, was the brother of Noble E. Reed. Ira superintended Grimshaw's

bakes about a half century ago. Noble died in May 1896 in his 59th year; and Ira died in October 1905, aged 65.

We also see the name of G. W. Bryant, 1871, and that of Leo C. Haskins, all to be read by the oncoming generations who take the pains to visit the site of the old Beacon. Among other names chiseled out of the solid rock are, Ed. Swan, C. T. Delano, W. Beetle, G. H. Luther, S. D. Read and Chas. Smith.

Phoenix Hall Dedicated. — This building, on the northeast corner of Main and Center streets, was transformed from a religious to a secular structure. From a letter written about 95 years ago by Mrs. Sarah J. Irish, wife of William M. Irish, we select the following: "The new 'Hall' is to be dedicated tomorrow evening. Mr. Montague is going to make a speech. It is reported that he named it."

In a letter dated September 29, 1853, Mr. Ebenezer Akin, Jr. wrote: "On Tuesday evening Phoenix Hall was dedicated. We had an address from Mr. Montague, and several pieces rendered by Fairhaven and New Bedford singers, Miss Graupner presided at the piano. This evening there is to be a dance there, after which, I suppose, it will be considered fully dedicated."

In September, 1853, B. Ewer, Jr. & Co. advertised as follows: "Phoenix Hall, Fairhaven, having been completed, will be let for the various purposes for which the same is so well adapted."

The old meeting-house bequeathed to Phoenix Hall the old system of lighting. We can see the old chandelier hanging from the center of the circle above, and the side lamps in brackets on either side wall with their oil-burning outfit. In the spring of 1890, however, Phoenix Hall was wired for electric lights, and in the same year and season we note that a gate was placed at the entrance to the Phoenix Hall yard.

Phoenix Hall was the scene of town meetings from 1864 to 1894, although it is recorded that Fountain Hall was occasionally used for that purpose. Few remember the brick sidewalk on two sides of Phoenix Block.

The Old Historic Cannon. — It is difficult to segregate the old meeting-house from the old cannon at the Four Corners. In the year 1832, while Rev. William Gould was officiating at the meeting-house, this cannon was placed, muzzle downward, in its present location. Upon the sale of the property, which took place about fifteen years later, the cannon was removed to Union street where, throughout the major part of our boyhood days, it remained upon a pair of skids.

More than sixty-five years ago the writer saw it lowered into its present resting place, and in 1885 the Improvement Association placed upon it an inscription.

In the STAR of May 20, 1882, we find the following: — "THE OLD CANNON. A REVOLUTIONARY RELIC. Capt. Alexander Winsor has caused the old cannon that for so many years was planted muzzle down on the 'four corners' to be replaced in its old position. This gun was captured from the English at Nassau, N. P., 1777, by Ezekiel Hopkins, Commander of the Ship Alfred, and was brought to New London, Conn., and soon afterwards was brought to this town and mounted at Fort Phoenix. On the 5th of September 1778, a fleet of British ships landed troops at Clark's Cove, who came to this town, spiked the guns in the fort, and knocked off the trunnions."

Tugboats and Side-Wheelers. — The older citizens remember the "George W. Hunt," the "Charlie" and the "Nellie" as tug boats in the harbor. The "Charlie" was purchased in Fall River, and arrived in New Bedford on the evening of May 25, 1877. The new tug boat, built on the Delaware, was named the "Nellie" in honor of the youngest daughter of Capt. Caleb R. Kelley, one of the owners. The "Nellie" arrived in New Bedford on Friday, October 3, 1873.

Then there were the steamers, the side-wheelers, the "River Queen," the "Island Home," the "Monohansett" and the "Martha's Vineyard." The "River Queen" of 527 tons and 185 feet in length, costing originally $60,000, was bought on March 28, 1873, and arrived in New Bedford on Wednesday, May 7th of that year. She was built in 1864, and was sold to the New Bedford Steamboat Company at the close of the War. This boat was a private boat for Abraham Lincoln. On the third of February, 1865, a Peace Conference was held on the steamer "River Queen," in Hampton Roads. President Lincoln and William H. Seward represented the North. On the twenty-eighth of March, 1865, a Council of War was held on this steamer, the "River Queen," at City Point, attended by President Lincoln and Generals Grant, Meade, Ord, Sheridan and Sherman.

On Friday, May 30, 1862, the "Monohansett" arrived in New Bedford. In August of that year, she was chartered to the Government. On the morning of August 31, 1874, General Grant passed Fort Phoenix in the "Monohansett." At the fort the firing squad consisted of Sergeant Wetzel, John I. Bryant, Joseph B. Cushing, Field W. Thompson and William H. Bryant. John I. Bryant was

delegated to fire the guns, twenty-one in number, to welcome the President of the United States.

Skating on the Acushnet. — The winter of 1856-1857 was unusually cold, with sleighing on the river above the bridge, the ice being twenty-three inches in thickness. Skating seemed to be the principal pastime of this period, for on week-days throngs to the number of 1,500 skaters could be seen above the bridge, increased to 2,500 on Saturdays. In February, 1877, there was excellent sleighing on the upper harbor, and one was delighted to see the exciting race with "General" driven by L. S. Judd proudly leading the way. The bay was filled with seal disporting themselves on the ice.

Watercraft Galore. — In summer, skiffs, dories, rowboats, canoes, wherries, cat-rigged boats and other watercraft glided to and fro, across the Acushnet, encircling the islands, and down the harbor, some bent on winning races, unceremoniously planned. There were, too, tub races between the wharves, each contest having its starter, time-keeper and judge. One of these races, which took place in the early evening at the foot of Center street, in the year 1877, when excitement ran unusually high, was witnessed by about five hundred persons. These events could be advantageously viewed from Union, Old South and Handy's wharves. The distance was usually one of fifty yards, from a raft to a stake boat, to be rounded, and return. The prizes were commensurate with the times, being $2, $1.50 and a bar of Hersom's soap. The contestants were George H. Delano, John Cunningham, W. B. Rose, Samuel Hardy, Arthur Francis and Joseph Delano. On July 4th, 1888, a tub race took place in which Frank Gifford, A. Leonard Bliss and his twin brother George, contested, the unknown prizes being acquired in the above order. One journal stated: — "Rowing is more popular than ever, and from the canoe to the whaleboat, some seventy or eighty oarcraft were on the water last evening (Thursday, August 3, 1876)."

While we are at the water front, let us note the following which we find under the date of Thursday, June 22, 1877: — "OUR HARBOR, above and below the bridge, presented a very animated appearance last evening. Besides the many row and sail boats, passing hither and thither, the larger vessels, numbering some fifteen or twenty, lying at anchor below the bridge, had lights displayed in their rigging, and the Azores Band embarked upon a sailboat, playing around and among the fleet with their enlivening music added much

to the enjoyment not only of those participating in sailing but to the large number of spectators assembled on the bridge and wharves."

The Water Boat. — We should not overlook Capt. Jotham Swift who was, with his water boat "The Friends," dispensing fresh water to boats in the harbor. Many a sail with Capt. Swift has been enjoyed by many boys. We had the outing, and we did the pumping from his reservoir to the casks on board the vessels, both large and small. The word "WATER" could be seen, on the hoisted sail of The Friends, for a long distance, and there was little excuse for sailors to become thirsty in the New Bedford and Fairhaven harbor.

The origin of the name of the water boat of our time is more or less interesting. It seems that previously Mr. Swift's water boat was wrecked beyond repair. His friends, of whom he had many, came to his rescue, and the contributions were sufficient to purchase a new craft. Mr. Frank Davis and his father gratuitously calked the new boat, making the reservoir for fresh water impervious to the salt water of the Acushnet. Capt. Swift, because of this timely aid in his period of hard luck, christened his new boat after his benefactors, "THE FRIENDS."

Lost! An Umbrella! — The Acushnet river has been known to freeze long distances beyond its banks, reaching at times far into Buzzards Bay. A correspondent who passed away a few years since, wrote his experiences on its glassy surface, as follows: "Do you remember how the Acushnet river used to freeze way to the channel, even from the tack works wharf to the channel? This winter's day, which I now mention, I got my new Club skates which took the place of my wood-stock and gimlet-screw, attached to the heel. These were my Christmas skates. I had seen the ice boats skim along the ice like the albatross. Well, I thought of a new patent, being an ingenious boy like you with your 'hoss feeding machine.' I took the large family umbrella with ancient wooden 'mast.' I slipped out of the house unseen by my mother. Umbrellas were sort of holy in those days and rare as well. Under my heavy ulster I put it, folded, skates in sight — I was proud to be seen with them. I walked down to Tack Factory wharf, walked out on the little stone wharf that juts out into the water in summer, but this is a winter yarn.

"I put on my Club skates, got onto the ice, hoisted sail, (You must remember that I am speaking of my umbrella) and glided away over the frozen sea. I kept toward shore at first; seeing it worked like a charm, I dared to go out and try the wind in my new make-

believe sail. Oh. swell! This I remember. As I got beyond the Tack Shop wharf, into the wind, away I flew. I had no rudder. I had no way to guide myself. I just had to (s) tick to de boat, as Billy Washburn would say. Nearer and nearer I came to the channel — death in the offing. I was too young to die. What must I do? The thought came over me to let the umbrella go and take to my skates — WHAT! and tell my mother that I lost it on the river — NO, a thousand times NO! I was going fast, too fast, I could hear the imaginary death rattle in my throat, lungs filling with salty brine, gasping for breath —blob-blob-blob. I could see myself being sucked down under the ice — cold ice. I'll brave it and tell my mother a good spanking is better than being packed in ice till the ice breaks up, friends collect about the shore, and poor, limp me, lying in repose. The cost of a funeral! Heigh-ho! What an excuse to tell my mother! What's an umbrella to all those sad tears and an undertaker's bill, rendered on the first of the month following the 'washup!'

Well, here goes, you good, old, faithful umbrella, a friend in the heat of the day, a friend when the showers, and deluge, come. I let go, the umbrella turns somersaults, over and over and over. I watch it as it turns. I have managed to stop my momentum. I'm still as solid as the ice I stand on. I'm mesmerized. At last I see, off the lighthouse, mother's good, old, cambric, dollar umbrella. It stops as if to wave a farewell. There she goes, over the brink, sailing manless, rudderless, but with high hopes of reaching some port — sometime. No doubt picked up by some New Bedford seafaring man, perhaps carried to some distant port from whence no traveler returns. Mother told me I did just right, and I was happy, so happy that she kissed me."

The correspondent was none other than Elbridge Franklin Bryant, known to many in Fairhaven.

Palmer's Island. — Looking out across the water, the islands below the bridge attract our attention. There was the "Furber House" on Palmer's Island, which was open to summer guests for a decade, beginning in 1856. This island, which took its name from William Palmer who was slain by the Indians in the King Philip's War period, had its beautiful cedar trees. On this island was located one of the garrison houses of early days.

James Stubbs, father of Samuel Stubbs of the Harbinger, was keeper of the light at Cuttyhunk for a number of years, having been appointed in April, 1849, in place of W. W. Goss who resigned. On the first of May, 1854, James Stubbs took charge of the Mariners'

Home, in New Bedford, afterwards becoming keeper of the Palmer's Island light. Mr. Stubbs died suddenly on Monday night, October 7, 1862, and in November of that year, Mrs. Caroline Stubbs, his widow, was appointed keeper of the Palmer's Island light.

Crow Island. — There, belonging to Fairhaven, stands Crow Island which, a century ago, was the destination of all pleasure-bent parties. Here was a magnificient grove, affording shade in the hottest weather, and space for games and all sorts of recreation. Under the date of April 19, 1867, it was mentioned in the journals of the day, as follows: "CROW ISLAND. The primeval forests of this interesting suburban locality have been burned off today to convert the savage wilds into a playground for the boys of the State Reform School Ship, Massachusetts." It was in March of that year that Capt. John A. Hawes visited the School Ship and tendered to the officers the use of Crow Island as a playground for the boys.

Pope's Island. — Pope's Island, in our boyhood days, in addition to its residences, had fringes of cedar trees outside the area reserved for the circus, the rings of which could be discerned from season to season, long before the spot was considered for business enterprise.

In early days, the island was one plantation from which crops were ferried to market, the shipment being made easier after the construction of the bridge.

Fish Island. — A Marine Railway was constructed on Fish Island in the summer of 1830. The Fish Island property, consisting of wharves, marine railway, dwelling houses, etc. was sold at auction on Thursday, September 18, 1851, nine lots and shop, for a total of $27,553.

Yes, Fish Island had its residences in early days. Under the date of Friday, March 24, 1876, we read: "The funeral of Elizabeth E., wife of the late Capt. Richard Delano, will take place at her late residence, Fish Island, Sunday, at 12 o'clock." Fancy, if you can, Fish Island with its growth of cedar trees, for it, at one time, boasted of such.

Marsh Island. — Marsh Island (Isle of Marsh), above the bridge, formerly a rocky, sightly bluff, now leveled and partly filled in, has little to commend itself.

West Island. — We have read and heard much recently about the land and housing development on West Island. This was Fairhaven's School District No. 17.

In the book entitled "A Brief History of the Town of Fairhaven" we find that chapter IV was written by Cyrus D. Hunt, who stated: "It is said John Cooke had a great desire to possess islands." This seems to be true for, in 1669, nine years after he settled here, he purchased of the Indians "one whole island near the town, called 'Nokatay."

Mercy (Marcy) was a daughter of John Cooke and married Stephen West, after whom West Island was named. On March 6, 1731-1732 Marcy West et al. (Stephen West) conveyed to John West as follows:

"To all Christian people to whom these presents shall come, we, Stephen West and my wife Marcy West, of Dartmouth, in ye County of Bristol, within his Majesty's province of ye Massachusetts Bay, in New England, yeoman; send greetings and know ye that we, Stephen West and my wife Marcy West for and in consideration of ye love, good-will and affection which we have and do bear towards our loving son, John West, have given and granted and by these presents have fully, freely and clearly and absolutely give and grant to ye said John West, his heirs and assigns ye one-half of ye island called Nakatah which said island lies to ye eastward of Long Island and Sconticut Neck, so-called, in Dartmouth aforesaid, viz., the one-half of both upland and meadow, viz., salt marsh meadow, contained on said island, that is to say, ye northerly half of each to be divided off and taken from ye other part by an east and west line with ye house standing on ye northerly part of said island."

This was recorded October 17, 1765.

On March 6, 1730, Stephen West sold to his son, Stephen West, Jr., the southerly part of the island together with a way from Sandy Point to the southerly part of the island along the beach.

On the occasion of the Old Dartmouth Centennial Celebration, held on September 14, 1864, James B. Congdon composed a poem, the first line of which runs: "From Nacata to Coakset's shore." A foot-note is worded as follows:

"NACATA—generally known as West's Island, belonging to the town of Fairhaven. Many years ago John West gave by will one half of this island to trustees, who were to bestow the income upon the industrious and worthy poor. As but little income was derived from it, the property was sold. The New Bedford Monthly Meeting of Friends has the appointment of the trustees, and the fund is now a means of relief to many a poor but worthy person."

From Nacata to Coakset, that is, from West's Island to Westport, was the description of the old town of Dartmouth."

From a New Bedford paper issued years ago, we glean the following:

"West Island was formerly the property of John West, who left it by will to help support the industrious poor of the town of New Bedford, which then included Fairhaven."

On Page 445 of "Bradford's History of Plymouth Plantation," he mentions "Nacata" in this wise: "to another place called the Acushnet river which entereth at ye western end of Nacata." The deed spells the word "Nakata."

The early maps of West Island show the location of two houses, one in the north, considerably inland, and one south of the central part near the west shore. The north property was marked on the map of 1855, "R. Anthony," and the south, "J. Taber." On the map of 1870, the north property is marked "J. West Estate,' the south still being that of "J. Taber."

In the south part of the island, entering at about Jacobs Neck, we note Bass Creek, extending nearly to the southern extremity of the island. Above Sandy Point on the west shore, is shown the location of the wharf from which a road leads to the southern part, in a curving, southeasterly direction. On the map are designated on the north, Cedar Point, North Cove and North Point; on the east, Pine Neck, Shallow Cove and Jacobs Neck (this should not be confused with Jacobs Neck on Sconticut Neck); on the south, Rocky Point; on the west, Sandy Point, the wharf and Round Neck. Between West Island and Sconticut Neck are three islands, viz., Long Island, Egg Island and Round Island. East of the entrance to Shallow Cove there are or were two islets, namely, Gull Island and Brown Rock, and opposite Pine Neck we discern Pine Neck Ledge. The coast line visible from lower Sconticut Neck is nearly a straight line running in a southeasterly direction from Sandy Point to Rocky Point, whereas the shore line elsewhere is irregular. Such is the brief topography of West's Island.

A bridge and causeway were completed Friday, Nov. 22, 1946.

Cutter Hunk and Penny-Keys. — For a moment let us look outside Fairhaven from within. When we attempt to view the harbor and bay from the bridge, Crow Island seems to be in the way today as much as formerly; we found then that the ferryboat "Fair-

haven" was ashore on that sandy islet on Tuesday, December 17, 1850. From Fort Phoenix, however, with view unobstructed, one can see, on a clear day, the Elizabeth Islands, remembered by us with the aid of the following:

"Cuttyhunk and Penikese,
Nashawena, Pasque(nese),
Great Naushon, Nonamessett,
Uncatena and Wepecket."

The orthography of some of these have changed within a century and a quarter, for under the date of December 15, 1812, we find "Penikese" with a different spelling within the following advertisement: "AN OX FOUND. Found, on the shore, at the Island called PENNY-KEYS, on the 12th inst., a fat OX, which appeared to have been dead but a short time; supposed to have been lost from some vessel passing near. The owner may obtain him by applying to the subscriber, on said island and paying charges. (Signed) Silas Gifford."

Under the date of August 16, 1822, another spelling attracts our attention in a one-column, detailed description, emanating from the Custom House, New Bedford, headed: "Proposal for a Light House on CUTTER HUNK Island."

The Anderson School. — Undoubtedly hundreds in this vicinity know of Professor Louis Agassiz, known throughout America as the individual who introduced the laboratory method in Zoology. His first summer laboratory was established on the island of Penikese, only a few miles distant from the Fairhaven shore. Some details were related by the Standard, as follows: "THE ANDERSON SCHOOL FOR NATURAL SCIENCE. John Anderson, the donor of Penikese Island to Prof. Agassiz, went down to the island today, April 16, 1873, in steamer Helen Augusta, with his wife, to prepare for the reception of the Professor, who, with Mrs. Agassiz, and Thomas Cary, Esq., Agassiz's brother-in-law, will be on the island next Monday, when the formal presentation will take place."

Under the date of April 18, 1873, we read: "LIBERAL. Mr. Anderson has given the stock on Penikese, valued at about $600, to Capt. F. H. Flanders, of schooner John Aldrich, who has had charge of the island the past winter. When the Helen Augusta took Mr. and Mrs. Anderson to the island this week, it was so rough that she could not touch at the wharf, and Capt. Flanders jumped overboard

where the water was up to his neck and waded ashore to assist in landing them."

"Prof. Louis Agassiz, of Cambridge, arrived in New Bedford, by Fairhaven railroad this morning (Monday, April 21, 1873) on his way to Penikese where he is to receive the deed of the island from Mr. John Anderson today and will formally take possession for his School of Natural History. Soon after 11 o'clock the whole party embarked for Penikese in Steamer Helen Augusta."

"Steamer Helen Augusta with the Professor and party on board, arrived at Cuttyhunk harbor and anchored under the south side of Pune or Penikese at one o'clock, Monday, April 21, 1873." Two boats were in readiness to land the guests, and in half an hour all were on shore. The visitors were kindly greeted by Mr. and Mrs. Anderson. It was a singular fact that Prof. Agassiz had never seen the island nor Mr. Anderson until this time. The great naturalist and his liberal friend were, as our readers have been informed, pleasantly known to each other in the way of correspondence, and they were thus prepared to be as familiar as brothers. A half hour was spent in looking over the island, most of the visitors going up to the highest hill, an elevation of perhaps a hundred feet. From this, the whole island of one hundred acres can be seen with the others of the Elizabeth group; also Gay Head and No Man's Land."

"All being assembled in the house, Hon. William Girod, Mr. Anderson's legal advisor, read the deed by which the island, buildings and furniture are given to the school. The grantees named are Louis Agassiz, Alexander E. R. Agassiz (his son), Thomas G. Cary, Martin Brimmer, Theodore Lyman and their successors as trustees of a normal school for teachers and students of natural history. With the island and appurtenances Mr. Anderson gives two bonds of $25,000 each, New York City Central Park Addition fund of 1874. The deed appoints Prof. Agassiz President of the Board of Trustees and Director of the School with the sole authority to appoint teachers and lecturers and prescribe the course and methods of study; and Mr. Cary is appointed treasurer. Mr. Anderson reserves the right to reside on a promontory of some fifteen acres at the eastern extremity of the island; also the right to appoint an additional trustee, and the deed prescribes that five trustees shall always be residents of Massachusetts and one of New York City, etc."

"Prof. Agassiz made a brief reply, earnestly expressing his thanks for the munificent gift. Mr. Anderson regretted his inability

to express his feelings. He could only say that it was one of the happiest moments of his life. (Great applause)."

"The party then proceeded to discuss a fine collation provided by the city authorities and which was superintended by George Pell, caterer." (One whole column was devoted to speeches, etc.) Penikese or Pune, as it is often called, is the smallest of the seven inhabited islands included in the town of Gosnold, Dukes County, the least populous town in the State, which had 99 inhabitants in 1870. The group is known as the Elizabeth Islands, and except Penikese, they form a chain extending southwestward from the southwest point of Cape Cod and dividing Buzzards Bay from Vineyard Sound. Penikese is situated just within the entrance of the Bay, and a mile south of it, across Cuttyhunk harbor, are the islands of Cuttyhunk, the outermost of the chain, and Nashawena. It is five miles south of Mishaum point on the main land of Dartmouth, and sixteen miles from New Bedford, the usual place of departure."

On the morning of Friday, April 25, 1873 the architect and contractor went to Penikese by sloop Comet to locate the building for the school to be established. Mr. Hessel arranged for the building of the necessary aquariums. It was finally decided to construct the building 25x120, the size of the lodging rooms to be 8x10, a bit larger than had been at first contemplated.

"Under the date of Thursday, May 22, 1873 we find: "THE ANDERSON SCHOOL. A yacht presented to Prof. Agassiz. The Boston Advertiser says the prospects of the Anderson School of Natural History, on Penikese Island, are daily improving. The applications are so numerous that one-third more names have already been entered than could be accommodated. Mr. C. W. Galloupe, of Swampscott, has presented Prof. Agassiz, for the school, a superb yacht of eighty tons, fully equipped and ready for service, worth $20,000."

The frame and material for the building was taken to the island on Friday, June 6, 1873. Enrollment required another building the same size, two stories. The buildings were soon erected. We read, under the date of July 9, 1873 the following: "THE ANDERSON SCHOOL AT PENIKESE. The Anderson School of natural History took formal possession yesterday. Soon after landing, all were invited to the lecture room (formerly Mr. Anderson's barn) where the school was addressed by Prof. Agassiz in a plain and pleasant manner. He said the school was in a strange position, be-

ing most all strangers to each other." More than a column and a half was printed in the Evening Standard of Wednesday, July 9, 1873, about the opening of the school.

The school started auspiciously. Classes were held, lectures were delivered, experiments were made. The summer course came rapidly to an end. Under the date of August 19, 1873 we read that resolutions were passed by the students of that new institution, voicing their complete satisfaction with the undertaking, eulogizing Agassiz, Anderson and their teachers for their contribution in making a success of the first summer of the Penikese school. Among the professors of note was Dr. Packard. Twenty years later, the writer had the experience of being a member of Professor Packard's classes in Anthropology and Zoology, at Brown University. A textbook of 722 pages on the latter subject, with Prof. Packard as author, is within range of our eyes at the time of this writing.

"THE ANDERSON SCHOOL. Architect Slack, George F. Parlow and others, are at Penikese today (Thursday, November 6, 1875) for the purpose of taking a picture of the Anderson School buildings from which a photolithograph is to be made which will accompany the forthcoming first annual report of the school."

Prof. Agassiz organized and conducted this Penikese school which he called "The Anderson School of Natural History" for one season, the summer of 1873. He died on December 14th of that year. aged 66. As a part of the celebration of Agassiz's fiftieth birthday, May 28, 1857, Longfellow wrote a poem, entitled. "The Fiftieth Birthday of Agassiz."

CHAPTER XVI

Sports -- Amusements -- Parks

Herring River. — The tide mill which had various owners was advertised under the date of July 27, 1821, as follows: — "MILL AT AUCTION. Will be sold at Public Auction on Wednesday, August 8th at 3 o'clock P. M. THE TIDE MILL, with all the rights and privileges thereunto belonging, situated near the village of Fairhaven. It can be examined at any time previous to the sale, or information obtained by application to Elgit Hitch or Flavius Delano."

The fact that a tide mill was located near this body of water caused it to be called the Mill Pond.

Twenty-One Acres. — This Park, an artificial substitute for the five-acre stretch of ice, so fitted for winter carnivals, where numbers ranging from a few dozen to hundreds, have enjoyed themselves in the extreme, day in and day out, can be visualized by those who never saw the expanse of water, through the photographs of Herring river, many being extant.

When it comes to visualizing the land fringing this area, however, it is a different story. The grove is remembered, perhaps, but let us get a glimpse of the edge or boundary of the old Mill Pond, where now we find streets and habitations, by quoting the following: — "LAND FOR SALE. To be sold at auction on Tuesday, the 15th day of March, at one o'clock, on the premises, if not previously disposed of at private sale. A lot of Salt Meadow, English mowing and Pasture Land, situated on the east side of the Mill Pond, near the village of Fairhaven; containing about twenty-one acres. The Salt Meadow cuts about four tons of hay yearly. (Signed) Joseph Bates. Fairhaven, February 9, 1825."

Skating Arenas. — The Mill Pond, Hawes' Pond, and Dana's Pond afforded the skating arenas of the town. That such places of healthful enjoyment were appreciated goes without saying; yet let us quote a few expressions of opinion in regard to the thrills of those favorite spots, in order to emphasize the satisfaction which those ponds rendered, beginning with 1859, intercepting those quotations with an item about a public common.

On December 14, 1859, one hundred youth procured the use of Hawes' pond for a skating party. No casual observer can locate this

skating arena today, although the old-timers can go to the spot, east of Main street, and north of Bridge street. This pond was situated very near the intersection of two lines, one drawn east from the site of the old high school building and the other drawn north from the house where lived John Gurney, on Bridge street.

Under the date of Saturday, January 13, 1872, we read: — "SKATING has been good for a few days back. The Fairhaven people have a convenient pond in the middle of the village, and it has been nightly covered with the poetry of motion."

Thursday, January 1, 1874 has something else about the Mill Pond: "The Mill Pond, in Fairhaven, was a gay scene last evening, being covered with skaters." And Friday, January 30, of the same year has this to say: — "SKATING. The Mill Pond, in Fairhaven, presents a very carnival scene every evening with its crowd of skaters and numerous bonfires. Many visit the pond from the other side of the river every evening."

About the time that these patterners were cutting all sorts of figures on the Mill Pond, a movement was initiated, in Fairhaven, to afford the youth an opportunity for summer relaxation. A town meeting was held in Phoenix Hall on the morning of Monday, April 7, 1873. Among the articles for discussion was Article Fourteen which read: — "To see if the town will vote to purchase the lots of land bounded by Washington street on the north, Pleasant street on the east, Center street on the south and Chestnut street on the west, and lay the same out as a public Common." At that time there was only one house on this entire area.

We know that the article relative to the proposed Common was indefinitely postponed. A dozen years later, however, Mr. Rogers acquired the entire square immediately south, and constructed, for educational purposes, the building that, since 1885, has admirably served the children of this town. Thus a beginning was made in our midst of a system of modern education. In due time Mr. Rogers bestowed upon the town a PUBLIC COMMON.

Speaking of Dana's reminds one of the superb skating on that pond during the winter of 1885-1886, and again in 1888, when Dana's was the favorite place for skating, since the ice on the Mill Pond was completely covered with grit. Ordinarily, however, the Mill Pond was thronged with skaters, even after a considerable fall of snow, for the Street Railway Company has been known to clear the pond or a portion thereof. This, coupled with the appearance of Holmes' lunch cart, that ventured upon the ice, vending coffee and

"hot dogs" in the afternoon and evening, to the accompaniment of a huge and glowing bonfire, in 1893, makes us prone to believe that fun and enjoyment were plentiful for both Fairhaven and New Bedford skaters. On Wednesday, December 28, 1892, there were four hundred skaters on this icy paradise.

By the way, this ice-skating era calls to mind the hours spent in the Adelphi Rink, in New Bedford, beginning in November, 1885. A new feature of roller-skating, on a hard wood surface, was inaugurated, that of reserving Saturday morning sessions for school children. The tickets were ten cents each, and no charge for skates. This rink was well patronized by Fairhaven youth.

Under the date of December 3, 1877, we read: "SKATING. The Fairhaven boys were rejoiced this morning to find the best of skating on the glaring ice of the pond on Main street."

Under January 9, 1878, we find: "The skating on the Mill Pond, in Fairhaven, reached its climax yesterday afternoon and in the evening, till the snow came. There were many ladies and gentlemen present from New Bedford. This morning the snow was swept from the pond, and the sport is indulged in with unabated zest."

Under January 30th, of the same year, we read: "Skating is excellent upon the Mill Pond, in Fairhaven, today, and is extensively indulged in. The Fairhaven horse-cars bulletin the condition of the pond."

The Star of December 16, 1893, relates: "The Mill Pond was thronged with skaters all day Tuesday."

In addition to the futile attempt of 1873, to supplement our skating facilities by voting a public park for summer recreation, another attempt was made twenty years later to have both park and skating arenas in close proximity, as the following discloses: In the spring of 1894, Dame Rumor was whispering that it might be a worthy project to acquire the shore rights around the Mill Pond for park purposes, in which event Fairhaven could enjoy both summer and winter sports. This plan, however, did not materialize, but, in its stead, within a decade, Herring river, our winter playground, began to be filled in, and thus Cushman Park was created.

Relic of the Past. — Thousands and tens of thousands of eyes have looked upon the full-rigged ship, atop the tall mast, in Capt. George Brown's yard, adjacent to the pond. This served as a weather vane for that vicinity. Today the frequenters of Cushman Park have the exceptional privilege of looking upon the identical

staff and vane which have stood there for more than three quarters of a century.

Baseball. —Baseball fans should have their innings. The principal nines, in Fairhaven, for the quarter century 1867-1892, in order of their organization, were as follows: Alaska, 1867; Actives, 1868; Red Rovers, 1869; Unions, 1869 (reorganized in 1873 as the Olympics); Resolutes, 1869; Pacifics, 1870; Nonquits, 1873; Recreations, 1873; Eagles, 1874; Favorites, 1879; Peck & Barney, 1884; Pinafores, 1885; Rattlers, 1886; Comets, 1886; Sachems, 1887; U. M. S. Club, 1890; Town Team, 1892.

George Henry Tripp was the southpaw twirler for the Unions. The Favorites under the captaincy of John Stetson, included the following players: B. F. Shurtleff, Charles Thomas, Walter Miller, H. L. Card, Henry Stetson, F. Nickerson, Charles Bird, John Sullivan.

The Peck & Barney team was composed of the following: Frank Hanna, Frank Taber, Joseph Fraga, Arthur Francis, Albert Libby, Walter Williams, W. Rounsville, Harry Smith, George Baker.

The Comets, of 1886, consisted of Butman, Aiken, Pease, Bryant, Allen, Stowell, Norris, Taber, Card.

In the summer of 1892, the Town Team, with Frederick C. Dexter as manager, was represented by the following: Taber, Sylvester, Bauldry, Westgate, McBride, Harris, W. Rounsville, Garvey, Burgess.

Scores were high in those days, the Red Rovers defeating the Unions by a score of 35 to 28. The Olympics defeated a Marion team by a score of 36 to 9. The Actives defeated a New Bedford club by a score of 14 to 12, the game being played on Pope's Island.

The Circus. — The circus, which enticed the lads to tramp over the old bridge, in the early morning hours, in order to catch a glimpse of the animals of the jungle, and to witness the unloading of the prancing steeds and the side-show freaks, was, indeed, a great attraction for the Fairhaven youth. Fairhaven had its "WILD MEN" as well. The circus was pitching its tents on Pope's Island on Saturday, April 27, 1872.

"ONE DAY AND EVENING. On Tuesday, July 14, 1857. Great Wonders! The Wild Men with Menagerie can be seen at the lot near Union Hotel, Fairhaven. The schools are all coming in a body by permission of the School Committee and Teachers, if their

parents furnish them with a little small change. Open, 2-5 and 7-10. Admission, 15 cents."

Velocipedic Mania. —During the latter part of the era of the omnibus, and just prior to the time of the horse railroad, the velocipedic mania was raging in Fairhaven. Velocipede rinks were opened in New Bedford, Fall River, Springfield, and the fad swept over much of the country. Fairhaven did not escape the fever. There were velocipede carnivals when imported female riders covered the distance of one-half mile in three minutes. For attraction, some riders performed stunts while riding. Bands played at many rinks and contests were constant. On the Point Road in New Bedford many races took place. A four-wheeled velocipede could cover the distance of one mile in three minutes. Silver cups were the usual prizes. Excursions from Fairhaven to Provincetown were not uncommon. One of the livery stable keepers did quite a business during the day by letting out the wooden horses by the hour.

One Fairhaven rink was in the second story of the house now at the foot of Allen street. This was just after the thriving boat building times at Blackler's ship yard. The upper room took in the entire length and width of the structure. Rinks as a rule were about 40 feet wide and 90 feet long. Races of one-fourth mile were common, the distance being covered in one minute and thirteen seconds. Usually the rinks had beginners in separate rooms, upstairs. One mile could be covered in about 5½ minutes.

Improvements on the velocipede came in rapid succession. One invention permitted the change from a two-wheel vehicle to one of three wheels or vice-versa within five minutes. A New Bedford paper reported that Mr. Charles Bradford, brother of the marine artist, William Bradford, invented a four-wheeled velocipede, and was offered $20,000 for his patent, but declined it. This was in January 1869. For the extra-enthusiastic a paper called "The Velocipedist" was published at $1.00 per year. There was much rivalry between the allurements of the rinks and the Fairhaven Mill Pond.

These vehicles of rapid transit became a new terror in the streets causing as much consternation as the automobile does today. Some velocipedes had two wheels, some three and some four. The writer possessed one of the first mentioned which descended to him from some remote time when the wheels of nearly equal size had an iron circumference and was propelled by pedals on the front wheel.

A slump came in the velocipede industry. The craze subsided. A great depreciation in velocipede stock ensued. On Saturday,

January 20, 1872, eight velocipedes were sold for $25.00 which at the time of the velocipede fever cost $690.00. The mania which swept the country in the winter of 1869 was on the toboggan.

Velocipedes were made at the carriage factory of George L. Brownell of New Bedford in 1868. In The Daily Mercury we find the following: — "VELOCIPEDES. Mr. Giles G. Barker, foreman of George L. Brownell & Company's carriage factory, rode to and from his home on Saturday, December 19, 1868, the first instance in which that novelty in locomotion has appeared in the streets of New Bedford."

In the Connecticut "Mirror" of May 31, 1809 there is an article on "Velocipedes."

Following the epoch of the velocipede came the bicycle, first the old type with large wheel in front and tiny one in rear. Many remember the one which Frank Taber, son of Robert H. Taber, made, and permitted many to attempt to master the art of riding. This handiwork of Mr. Taber was a marvelous bit of skill and ingenuity. Headers were so common and unwelcome that the safety was soon devised.

The Taber family were living, at the time Frank manufactured his bicycle, on the northwest corner of North Main and Coggeshall streets. The Tabers sold the land leading to the bridge.

John W. L. Kempton, Joseph Nye, Thomas Fairchild, William C. Card, and the Bliss twins who removed from Taunton to Fairhaven in 1884, living in the Abner Pease house, southwest corner of Main and Pease street, were the first to risk the tumbles on the old high type.

Walking Matches. — And who remembers when Arthur Harrington emerged as champion in a pedestrian match in Phoenix Hall, sixty-five years ago? This "heel and toe" contest is herein described by one who witnessed the race, as follows: The contestants are lined up, side by side; the pistol is fired; off they go, Harrington having no uniform nor tights, just a pair of overalls. Around the hall they go, Harrington at first being the object of banter while loud hurrahs break forth for his opponent a few laps ahead. On goes Harrington, not fast, but creeping up, making headway. His opponent begins to fag, and his trainer hands him a wet sponge with which he wipes his brow, and holds the wet sponge in his hands to keep them moist. He slows up, too. Harrington spurts, and makes a little gain, but keeps cool. His trainer hands him a sponge, but Arthur grins, and shakes his head. Amid the applause (the relater's definition for applause

is "apple sauce") Harrington just plugs along and is not one iota excited; just goes "round and round" like the song a few years ago. His competitor is dropping behind, takes a rest for a few minutes, has a rub-down, and goes out to meet Harrington. He looks on the board — "Harrington Leads." This makes his opponent speed up once more, but he has lost his fire. All interest is now for Art Harrington. On the last few laps, some friend who has hoped Harrington would win, has supplied himself with a "clam basket and hoe," and will hand it to Harrington as he makes his last round. How the throats of those Fairhaven men and boys did hurrah for HARRINGTON! Harrington takes the basket, shoulders the hoe, leaves his opponent many laps in the rear and, amid the hurrahs, and the music of the Fairhaven Brass Band, Harrington has won. He makes a few extra rounds to show that, after all "the race is not to the swift."

Masquerades. — Let us note a social event which took place in a house which afterwards became the summer residence of Henry H. Rogers.

"FAIRHAVEN. A very pleasant masquerade party was enjoyed last evening, (Friday, March 15, 1878) at the residence of Mr. J. B. Tarr. It was participated in by about forty from both sides of the river. Many of the costumes were rich, and evinced great taste and skill. Among the most striking and picturesque suits were those of the Wood Nymph, represented by Miss Clara N. Burgess; the Sailor Girl, Miss Nettie J. Allen; the Princess, Miss Gertrude S. Howland; Old Mother Hubbard, by Miss Lillian Clark; the Pop Corn Girl by Miss Emma F. Tripp, and the Italian Musicians by the Misses Fairchild. Among the gentlemen were the Knight, Mr. E. S. Brown of New Bedford; Sweet Sixteen, Mr. W. S. Bryden; the Sprite, Mr. A. G. Bourne; Ye Antique Maiden, Mr. A. J. Tarr; the English Swell, Mr. R. A. Dunham, Jr. During the evening a bountiful collation was enjoyed; music and dancing enlivened the party till the wee small hours, and all agreed in the verdict, 'A Good Time.' "

With permission, we record the following found in the Mercury of April 1878. This was just before Seth H. Keith built his house on the west side of Fort street. "A grand masquerade party met at the residence of Mr. Seth H. Keith, corner of Center and Main streets, last evening, (Friday, April 12, 1878). Some 250 persons were present, making much the largest assembly of the kind that ever came together in Fairhaven. The rooms were tastefully trimmed with bunting by Martin Bowen, and the brilliancy of the occasion is indescribable. The representations were as follows: — Mrs. W. S.

Bryden, as Harvest; Mamie Allen, Spanish Lady; Lucy Taber, Katie Tarr and Gertie Howland, Sailor girls; Mary Robinson, Joan of Arc; Hattie Tripp, Old Woman; Della Gerrish, Martha Washington; Emma Damon, Queen Elizabeth; Sarah Ewer, Female Jockey; Sarah Fairchild, Fisherman's Daughter; Annie Robinson, Pocahontas; Rebecca Taber, Shepherdess; Lillie Tappan, Country Cousin; Katie Bird, Fan; Agnes Tarr, Quakeress; Jennie Brown, Pointed Top; Minnie Keith, Folly; Sey Allen, German Lady; Susie Damon, Flower Girl; Lillie Clark, Fortune Teller; Eva Kelley, Night; Winnie Stowell, Snow; Bessie Allen, Red Ridinghood; Carrie Rogers, Sheet and Pillow Case; Thomas Taber, Monkey; A. G. Bourne, Clown; Willie Rogers, Louis IX; H. Terry, Black Domino; Ahijah Tarr, Will Collins, R. A. Dunham, Jr., Frank Sherman, Ed. Stoddard, Minstrels; John Damon, Devil; F. Keith, Calico Man; A. B. Collins, Vienna Baker; Harry Allen, John Chinaman; C. Fairchild, Monk; T. R. Robinson, Gent of '76; George Hammond, City Guard; Charlie Lewis, Drummer Boy; Johnnie Swift, Sailor Boy; Charles Bird, Harlequin; Hardy Hitch, Uncle Sam; W. Judd, Page; J. Gifford, Domino; W. Church, Grandmother; Rita Howland, Dairy Maid; Helen Taber, Peasant Girl; Nettie Allen, Daughter of the Regiment; Johnnie Howland, Old Man; Annie Keith, Flower Girl; Annie Morse, Haymaker."

Nearly seventy years ago the Standard told of a social gathering held in the mansion which was built for Capt. Lemuel C. Tripp, in the early '50's, on the northeast corner of Spring and Adams street. This house passed in ownership through the hands of Bartlett, Marston, Rogers, Lewis, and Thomas before being acquired by the present owners. It was in July 1873, that James L. Marston purchased the mansion. Under the date of February 22, 1878, we find: — "FAIRHAVEN. A highly enjoyable social gathering occurred at the residence of James L. Marston, Esq., corner of Spring and Adams streets., last evening, being a private masquerade given by Master Edward W. Marston. About twenty-five couples participated in the pleasures of the evening. Especially noticeable among the attractive characters were Miss Lizzie Gifford and Miss Sadie Ewer, as the Two Orphans. Thomas & Morse furnished the music. About 11 o'clock an elegant collation was served. Dancing was resumed after an hour's intermission and continued until the morning hours were far advanced." Charles G. Nye was present, and will gladly tell you of the good time and the costumes worn, including his own.

Coasting. — Imagine the throngs of real sports assembled at the Four Corners, or Phoenix Hall Corner, participating in the fun, or watching the more daring shoot down the hill. With a gentle slope in those days from Main to Middle streets, this is what they witnessed in January 1877: — "COASTING, in Fairhaven, Center street, from Main to Handy's wharf, presents a lively spectacle, the coast being a good one and well lighted by the residents, and both sexes, young and old, enjoyed the sport together."

On the west side of North Main street we discover "Dolly Hill," the grand coasting place of former days where double-runners, laden with youngsters, having the time of their lives, sped down the hill. There were acres of space then, but now we find modern streets with modern homes.

Herbert Brightman, son of Jacob Brightman, of Oxford village, suffered a broken jaw on Friday, February 24, 1882. Coasting was exceptionally good on Dolly hill. Herbert, and Frank Taber, son of Robert H. Taber, appeared on the scene with large sleds. They collided with the above-mentioned result.

Fort Hill was the coasting rendezvous for the south part of the town.

Bowling. — There was much excitement over the game of bowling in the winter of 1892, a contest being in operation. At the conclusion of the series Anderson W. Kelley, our schoolmate at the Rogers School on Center street — the fellow that held aloft the wooden hatchet as seen in the photograph taken on the front steps of that school in April 1887 — was pronounced the winner of the prize, a gold watch. In April, 1900, Anderson married Fannie A. Atkinson. He was president and owner of the William F. Nye Company and died in November 1926 at the age of 55.

On the Hathaway Lawn. — In the yard of the house, owned and occupied by Mr. and Mrs. Russell Hathaway, on the west side of William street, between Union and Center streets, a children's lawn party was held on September 11, 1884. In the group picture which was taken at that time we discern Ralph Bryden on a small velocipede. This party took place three months before Ralph attained his 7th birthday. Others recognizable are: Russie Hathaway, Walter Forrest, John Hillman, Clara Hathaway, Tina Swift, Abbie Young, Morton Snow, George Jenney, Eddie Sanders, Bertha Damon, Bessie Hathaway, Eugene Miller, Alton Paull, Anna Fuller, Willie Alden, Harry Bisbee, Walter Morton, Henry Waldron, Clara Danielson, Arthur Fuller, Johnnie Young and Harry Raymond.

Parks. — The parks of Fairhaven are five in number, viz., 1. Cushman Park which was created by filling in Herring river and its adjoining marsh, in 1903. It was named in memory of Robert Cushman, Agent of the Plymouth Colony in England. 2. Cooke's Memorial Park located at Oxford, on the northeast corner of Cherry street and Pilgrim Avenue; it was set apart as a burial spot in 1778. 3. The Livesey Memorial Park located on the south side of East Morgan street, north Fairhaven. A bronze tablet carries this inscription: "Livesey Memorial Park, dedicated to the memory of Thomas Livesey, a public-spirited citizen of Fairhaven, 1888-1935." 4. Delano Park or Marine Park near the foot of Pease street. 5. Willow Park, formerly the old burying ground at the southern terminus of William street, derived its name from the fact that a huge, willow tree stood just outside the wall, near the present entrance.

To these may be added the following plots, under the supervision of the Park Commission: 1. Bridge Park. 2. Fort Phoenix. 3. Garrison Lot. 4. Benoit Square.

CHAPTER XVII

Means of Communication

Many communities have experienced successive stages of communication. We have advanced from the footpaths and Indian files to the super-highways of today; from the Pony Express, post riders, and horsedrawn vehicles to the electric lines, automobiles, motor busses and trucks; from ferryboats to bridges; from the wood-burning locomotive to the Diesel engine; from signals to the ocean cable, telegraph and telephone; from these to the wireless telegraph and the wireless telephone, climaxed by the radio.

We, herewith, enumerate, then comment upon, the successive means of communication in our own immediate community.

1.	Bridge	1801
2.	Ferry	1832
3.	Carriage (N. B. & F. Hourly)	1832
4.	Regular Hack Stand (N. B.)	1838
5.	Cabs	1842
6.	Fairhaven Signals	1843
7.	Stage	1844
8.	Omnibus	1853
9.	Fairhaven Branch Railroad	1854
10.	Submarine Cable	1856
11.	Telegraph	1856
12.	Horse Cars	1872
13.	Telephone	1880
14.	Electric Cars	1895
15.	Busses	1925

Subjects, enumerated above, not treated in this chapter, are described elsewhere in this volume.

The Bridge and Ferry. — The two hamlets that had developed into communities, Fairhaven on the eastern bank of the Acushnet and New Bedford on the western, had no direct means of communication in the early days. In 1796, these two localities constituted one town, namely New Bedford. To reach New Bedford from this side of the river which separated the two villages, one had to walk or ride, or drive around the Head-of-the-River, or perchance, to row, sail or swim across the

expansive stream. One sailing ferryboat was the only public means for crossing from one village to the other. According to the dictates of necessity, an application was made to the General Court for a charter authorizing the construction of a toll bridge across the Acushnet river and an act of incorporation was obtained, via Fish Island and Pope's Island, the latter at first called Wood's island. The owners of these islands were willing to grant to the corporation a right of way across their lands in return for the advantage of the use of the bridge to get off and market their crops. Six years were allowed to complete the bridge which was finished and open to travel in 1801. This bridge was in constant use until March, 1807, at which time a severe storm, accompanied by an unusually high tide, swept the whole wood construction away. Repairs were speedily made, and the bridge was about ready for delivery by the contractors to the proprietors the following September, but another storm came before the acceptance was official. This put an additional burden of cost upon the contractors, of $2,000. After being completed and turned over to the proprietors, this bridge was used until the gale of September 23, 1815, which again demolished the structure and carried away all the floating material.

The stockholders of this enterprise were discouraged, and nothing was done toward its reconstruction until 1819, when many of the shares had been abandoned or had been transferred to other hands. Then another attempt was made. This time in place of crib piers sunken to the bottom of the river bed, rubble stones were thrown directly upon the ruins of the old piers which were to support the roadway. This was practically the same as building a submerged dam, preventing the water in the harbor from flowing freely during the ebb and flow of the tide. This checking of the flow caused eddies resulting in deposits of mud, sand and debris which filled up the channel making dredging from time to time necessary and costly. At Oxford Point the wharves had gone to ruin, and the channel became completely closed where formerly the whaling industry flourished. The draw on the Fairhaven side became closed forever in consequence. A sailboat could scarcely float at this point at low water.

Fairhaven became a separate municipality in 1812, and New Bedford was incorporated as a city in 1847, having a population of 16,031 in March of that year. Both municipalities continued to expand. Thus on March 8, 1832, the proprietors of the New Bedford and Fairhaven Ferry became incorporated. Conveyance by ferry under other auspices had been in operation some years before.

A petition from Jonathan P. Lund and 309 others was, on Thursday, February 12, 1852, presented to the legislature asking for authority to erect a new bridge over the Acushnet. Public transportation by omnibus was advertised by R. A. Dunham and Co. on January 1, 1853, and this means of transportation continued across the bridge until the advent of horse-cars in 1872. In June 1853 the proprietors of the Fairhaven bridge built a foot-way from Pope's Island to the Fairhaven side.

"*New Bedford and Fairhaven Hourly.* — Fairhaven, March, 30, 1832. Luther Wilson respectfully informs the public that he intends to commence driving a carriage hourly between the Four Corners at New Bedford and Fairhaven on the 3d day of April next." The fare was eight cents each passage, taken up or left at the usual stand or toll houses. If taken out of the regular course, the price was 12½ cents. Conveyance to Oxford was advertised.

Regular Hack Stand. — The first attempt to establish a regular Hack Stand in New Bedford was advertised under the date of June 19, 1838, giving service from 7 A. M. to 9 P. M. John Clapp was proprietor and Benjamin West was driver.

Cabs, Carriage and Stage. — The following advertisements of Transportation are of interest since they antedate the omnibus period. "Cab. The subscribers will commence running a Cab between New Bedford and Fairhaven on Monday, December 5, 1842. Passengers will be taken from the Village of Fairhaven and left anywhere between the Bridge and Purchase street, on Middle street and on Union street for 12½ cents. If carried any farther, the price will be regulated according to the distance. Names to be left at Chandler's New York Store, New Bedford; and at Dunham's Hotel, Fairhaven. (Signed) Soule & Dunham, Fairhaven."

"Cabs! Cabs!! New Arrangement-Hiram D. Wentworth having purchased another of those Two Wheeled Safety Cabs will take passengers to Fairhaven for a reasonable compensation. April 5, 1843."

Under the date of January 9, 1844, we find this advertisement: — "FAIRHAVEN CARRIAGE NOTICE. Persons wishing to be conveyed to Fairhaven will be called for at any part of the town (New Bedford) by leaving their names at the New York Cash Store, No. 46 Purchase street, New Bedford."

Again, we find for the year 1844, the following: — "New Bedford and Plymouth Mail Stage leaves the Boston Stage office and Cole's Coffee House in New Bedford, Tuesdays, Thursdays and

Saturdays at 10:30 A. M., passing through Fairhaven, Mattapoisett, Rochester Town, West Wareham and South Carver, and arrives at Plymouth at 5 P. M. Return trips Mondays, Wednesdays and Fridays. Fare $1.75."

Semaphoric Telegraph. — About one hundred years ago there were more than seven hundred vessels engaged in the American whale fishery. In our own harbor there were whalers at anchor nearly two centuries ago. A century ago a signal system was inaugurated whereby the approaching whalers were known to the populace long before they hove in sight. News concerning the incoming whalers was relayed to this vicinity as soon as they appeared in the offing. As the flags were hoisted to the masthead, the markings, colors and letters designating the particular vessel, were deciphered by the outmost station and by semaphoric telegraph relayed to the inner station which in turn sent the message on to the Observatory over the New Bedford Reading Room in front of which stood a gathering waiting for the announcement of the name of the arriving boat. As soon as the New Bedford station had been advised as to the name of the ship or brig, up went the appropriate flag to the top of the flagstaff. New Bedford and Fairhaven agents, owners, friends and relatives of those on board were thus speedily informed, and all was soon ready for the reception. In some instances celebrations of the home-coming had been previously held by the crew by dismantling the try-works and throwing it, brick by brick, into the briny deep.

In the early days of the whale fishery, there were none of the long voyages of several years. The much-sought mammals, in their pristine abundance, ventured close to the land, making their capture comparatively easy. The trying-out process was performed on shore, not far from the water's edge, the blubber being conveyed to the beach in small boats. North of the Proctor house (which became the Harris house in 1872, and remained such for a third of a century) that is, in the immediate vicinity of Higgins wharf, the Fairhaven trypots were located. Other shore trypots were to be found at the Point in Oxford village. From this blubber, conveyed from the whalers, was extracted the oil which became so valuable.

Due to the growing scarcity of the whale and the increasing demand for oil, larger boats were necessary in order to explore more remote regions. Voyages were of short duration, then longer, extending to two, three, four and more years. In fact, we read in the New Bedford papers, the following: "A LONG VOYAGE. The bark

'Belle,' of Fairhaven, arrived today, (Friday, September 10, 1852) from a whaling voyage, after an absence of seven years and nine months, having sailed December 19, 1844. Of the original crew, but one man returned."

Voyages of such length necessitated the construction of try-works on the deck of each whaler where the rendering process soon made the oil ready for the barrels, stowed, set up or knocked down, in the hold. The longer away from home, the more anxious became the friends and relatives of the members of the crew.

We find a paper-covered booklet, printed in 1843, entitled, "New Bedford Harbor Signal Book." Such leaflets were apparently published annually. In the booklet of 1843, a notice to the public ran like this: "The Telegraph Establishment derives its support from an annual subscription of fifty cents per ship, paid by the ship agents of New Bedford and Fairhaven; an annual subscription paid by the Insurance Officers; and an annual subscription of one dollar by individuals."

The Signal Book of 1848, in our possession, is entitled, "New Bedford and Fairhaven Signal Book." It is in board covers, measuring about five by eight inches and has 91 pages. On page 81, we find this explanatory and informative material: "NOTICE. The Telegraphic Establishment announces the earliest information of the arrival of vessels in the offing, by means of an outer and inner station, communicating with the station at the Observatory over the New Bedford Reading Room.

Upon the appearance of vessels in the offing, information is immediately communicated to the inner station, and thence to the Observatory, when signals are displayed as follows: When a ship is in the offing, a blue flag will be shown; and for a brig, a white flag. When two or more ships are in the offing, two blue flags will be hoisted; for two brigs, two white flags. As soon as the vessel approaches near enough to distinguish her signal, her numbers are given from the outer stations, and corresponding flags hoisted at the Observatory." The Fairhaven flags and number of each for this year (1848) were: Red, White and Blue, 12; Blue and White, 21; Red and White, 17. Total 50.

On page 59, we read: "Fairhaven Signals, Red, White and Blue." Then follows the colored flag of each Fairhaven Agent, the names of whom were as follows:Ezekiel Sawin, F. R. Whitwell, Atkins Adams, S. A. Mitchell, Nathan Church, Warren Delano, I. F. Terry, James Tripp, Jabez Delano, Jr., Gibbs & Jenney, Fish & Huttlestone,

Edmund Allen, L. Jenney & J. Tripp, Bradford, Fuller & Co., Lemuel Tripp, Lemuel C. Tripp, Sheffield Read. The names of Atkins Adams, I. F. Terry and L. Jenney & J. Terry were each duplicated since Mr. Adams and Mr. Terry were Agents of ships with both white and blue flags and red and white flags. The firm of L. Jenney & J. Tripp was Agent of ships with both red, white and blue, and red and white flags.

In addition to the names of Agents above, here is the list of those who acted as Agents between 1843 and 1860: Damon & Judd, Fish & Robinson, Albert Sawin, Marlbro Bradford, Alden D. Stoddard, Levi Jenney, Jr., Phineas Terry, Fish, Robinson & Co., Joseph Tripp, M. O. Bradford, William G. Blackler, Asa Swift, Reuben Fish, Samuel Borden, Dexter Jenney, Stephen C. Gibbs, making 33 in all.

The names of the Fairhaven vessels of 1848 were: Heroine, Erie, Kingston, Martha, Omega, General Scott, Mary Ann, Oregon, John A. Robb, Leonidas, Lydia, Marcus, Maine, Albion, Arab, Clifford Wayne, Sarah Frances, South Boston, Joseph Maxwell, Favorite, James Monroe, Lagrange, Eliza Adams, Martha, 2d, Java, Herald, Amazon, William Wirt, Philip Delano, Samuel Robertson, Arab (bark), Wolga, Harvest, Adeline Gibbs, Ansel Gibbs, Columbus, Eliza L. B. Jenney, Friendship, London Packet, Sharon, George, Atkins Adams, William Rotch, William & Henry, Popmunnet, Sylph, Belle, Hesper, Acushnet, Bruce, a total of fifty.

It appears that, in 1843, there were 45 vessels sailing from Fairhaven; in 1845, 47; in 1848, 50; in 1850, 48; in 1853, 49; in 1855, 44; in 1856, 48; and in 1860 there were 43.

Loosely placed inside this Signal Book of 1848, was found a sheet of paper, six and one half by seven and one half inches, upon which we see flags in red, white and blue to the number of 43, drawn, hand painted, with name or initial of vessel written in ink beneath each flag. This sheet is headed, "Nantucket Signals," presumably implying that (probably in 1848) 43 vessels were sailing from that port.

The Omnibus. — William H. Dunham, of Oxford, qualified as an omnibus driver as did Cornelius Grinnell who was born at 108 Main street, and drove an omnibus for nine years. We place William H. Dunham in many battles of the War of the Rebellion, thirty-six, it is said, and wounded at the battle of Gettysburg. We link him with the omnibus line, the first trip of which was on August 8, 1853, with Warren E. Chase, of New Bedford, as driver, at the

age of 21. The first omnibus, however, was built in the previous year. Before us we read the advertisement of Rufus A. Dunham & Company, under the date of November 10, 1855, giving the times of the trips, and the fare which was five cents or twenty-five tickets for $1.00. The line continued until 1872 when the horse railroad was introduced.

These Fairhaven omnibuses were favorably regarded a generation ago. "The Fairhaven omnibus has been painted and refurnished very elegantly, and is now a model conveyance, outshining all former vehicles on the route."

Submarine Cable and Telegraph. — Martha's Vineyard and Nantucket were once completely isolated from the mainland. Messages by word of mouth through special envoys, or communications by the mail service, were transmitted. But long before the advent of the radio these islands had immediate and certain contact. We find the following notice: "SUBMARINE CABLE CELEBRATION. The laying of the submarine cable across Vineyard Sound will take place this week. On Friday, July 18th, the opening celebration will come off at Holmes Hole. A Salute at 12 o'clock, Dinner in the grove at 2 o'clock, and a grand display of fire works in the evening. The steamer Eagle's Wing will leave New Bedford at 10 o'clock A. M. for the excursion, accompanied by a band of music. (Signed) E. C. Laughton, Supt. Cape Cod Tel. Co. July 14, 1856."

Between 400 and 500 persons, including many from Fairhaven, went to Holmes Hole. The cable was put down on Wednesday, July 16th. Communication with Boston was made at once without difficulty. This Submarine Cable, between the Vineyard and the Continent, the Standard stated, was the first ever laid in the United States, excepting for short distances across rivers. This advance in communication was followed by a Nantucket cable, laid on Wednesday, August 20, 1856, and a telegraph system from New Bedford to Tremont, the wires being along the line of the railroad built two years previously.

Horse Cars. — In the draft of a bill submitted to the committee of the General Court, the Corporation, afterwards called the New Bedford and Fairhaven Street Railway Company, was designated as "The New Bedford and Fairhaven Rail Carriage Company." This was in March, 1870. The horse railroad, as it was first called, was instituted in the year 1872.

The plan was to place the tracks in the middle of the streets except on the bridge and the road leading to Fairhaven. This location is well remembered by all patrons of the horse cars. On May 17th, the contract for laying the tracks was awarded to Messrs. George W. Lobdell, of Mattapoisett and Elias Terry, of New Bedford, and these gentlemen began operation on the morning of May 21st, on Purchase street with a gang of sixteen men.

Cars were ordered from West Troy, N. Y., and on June 17th the car house, on Purchase street was begun. It was situated a short distance north of the railroad office. A turn table was constructed near the School street depot on June 25th. Baggage cars as well as passenger cars were ordered, and conductors and drivers were engaged. On Thursday morning, June 27th, four cars arrived in New Bedford, and were placed on the tracks west of the depot where they were inspected by a large number of citizens.

The cars for summer use had sides and ends of blue and white striped canvas curtains, looped up in good weather. Seats were across; at first half the passengers were obliged to ride backwards. On Monday, July 15th, the one-horse cars, seating 15 or 20 passengers, arrived. On these there were no conductors except during rush hours. Notices in the cars read: "Passengers will please put their fare into the box, as the driver is not allowed under any circumstance, either to receive or deposit it. Change to the amount of $2.00 will be furnished by the driver who will return the full amount, thus enabling the passenger to place his fare in the box. No person allowed to ride free. Passengers will put their fare into the box on entering the car."

On Thursday afternoon, August 1, 1872, the branch to Fairhaven commenced to be installed at the junction of William and Purchase streets. There was a turnout between Bridge Square and the draw. By August 14th the tracks were laid to the Fairhaven draw. On the 28th, the work commenced on the Fairhaven side of the river, and on Monday, September 30th, the street cars to Fairhaven made hourly trips. The rides on this day were free, and the cars were well patronized. Later the trips were half-hourly. Main street, Fairhaven, was very narrow from Center street to Union street and the sidewalks were narrowed a foot so as to give room for carriages to pass the cars.

Ignoring the fact that turnouts were made for a specific purpose, two approaching cars, the drivers evidently believing that they could gee and haw at will, attempted to pass on the same track, but they soon discovered that it couldn't be done.

The verdict of the people, in general, seemed to be that the Street Railway was a very successful and popular institution, and the patrons, far and wide, wondered why it was not built years before.

The horse-cars were substitutes for the omnibuses, and it was soon apparent that the ferry-boat was not patronized to the paying-point. Then we read: — "SPECIAL NOTICE. On and after Wednesday, October 1, 1873, the Ferry Boat Union will be withdrawn from the route." On September 30th, these lame verses, said the Standard, written on a piece of clapboard, were picked up on the ferry-boat: —

When the ferry-boat's removed
And the cars have all the trade
Is the question surely proved,
That improvement has been made?

Were the public left to vote,
Thinks I, it would then be shown
They would rather have the boat,
And let well enough alone.

Then appeared the following: — "TO FAIRHAVEN. Since the withdrawal of the ferry boat, says a wag, there are still two means of conveyance to Fairhaven. Besides the horse-cars, leaving every half hour, there is WALKER'S PEDALISM EXPRESS, which is largely patronized. There is no waiting for this, it starting at time most convenient to the passengers. One very important matter in connection with this line is that it is free. Saturday, October 4, 1873."

Under the date of Friday, November 21, 1873, we read: — "To the Editor of the Standard, "A DAILY CROSS—Having to ride over in the horse-cars. (Signed) Fairhaven Branch Passenger."

To Fort Phoenix and Riverside. — On August 1, 1885, a petition to the selectmen for the extension of the horse railway to Fort Phoenix was presented. In 1886, a petition to extend the track to Riverside Cemetery, from the bridge, was presented. Both petitions were granted, and on May 22d, thirty men commenced work on the southern extension. On the afternoon of Saturday, June 5, 1886, a car was run over the Fort street extension, and on Sunday regular trips were made, 2,000 people being at the Fort at one time.

In that same month rails were laid on North Main street nearly to Wilde's store. A trial trip was made on this Oxford extension

at 5 o'clock on Wednesday afternoon, June 30th. The cars ran regularly on the morning of Friday of that week.

The Electric Cars. — The electric cars were destined to come, but strenuous opposition was bound to delay them. The streets of New Bedford first tolerated their existence. By October, 1890, the electric cars had forced the horse-drawn vehicles off the rails. The opponents to the electric cars in Fairhaven claimed, in May, 1892, that horses would be frightened on the bridge, and many accidents would result.

In November, 1893, the electric cars ran across the bridge as far as the east side of Fish Island, beginning on Thanksgiving Day. The Fairhaven cars were towed and the passengers were transferred. In November, of that year, the cars were towed, from Pope's Island instead of Fish Island as formerly. Thus the monster crept surreptitiously toward our shores. A little later the railroad commission expressed themselves as opposed to transferring. Grievances poured in from all quarters. Even in the '90's people were shouting vociferously for speed.

Then came the news that the electric road would be extended over the bridge as far as the town line as soon as the weather permitted. The pestilence was approaching! It seemed that the New Bedford draw was good for six tons, whereas the electric car weighed seven tons. In consequence, citizens forbade their families to ride, so great was the jeopardy. A local clergyman sided with the alarmists, and asserted, in February, 1894, that he had seen overhead trolley wires snap, and falling on the track, make the rails alive and dangerous to the lives of anyone stepping upon them.

On Saturday, March 10, 1894, a vote was passed at the town meeting instructing the selectmen NOT to permit the electric cars to run in the streets of the town. The railway managers, however, extended the electric service to the west line of the town, on the bridge.

In 1894 heaters were installed in the electric cars. In May, 1895, the Fairhaven town meeting authorized the selectmen and advisory committee to contract for electric cars to run in the town. On the morning of Monday, May 27, 1895, the work of erecting poles in Fairhaven for the electric cars, was begun.

In February, 1898, the Street Railway car barn was sold to Daniel W. Deane and removed from the northwest corner of Ferry and Main streets. In 1925, busses took the place of trolleys on the Onset line.

CHAPTER XVIII

Bridges -- Banks -- Cemeteries

The Pope's Island Toll Bridge. — From the Mercury of the summer of 1851, we glean the following: — "In 1796, William Rotch et al. were incorporated for the purpose of building a bridge over the Acushnet river. The bridge was to begin at the west side of the Acushnet river, at a place called Smith's Point, at the east end of Middle Street, in the Village of New Bedford, from thence running to Fish Island and from thence to Edward Pope's Island and crossing that island directly on to the east side of said Acushnet river, landing between the villages of Fairhaven and Oxford, in said town of New Bedford. The original bridge cost about $25,000. About seven years after the bridge was opened for travelers, the top of it was carried away in a storm, and the bridge was repaired at a cost of $8,000. In 1815, in the great gale of that year, the whole bridge was destroyed except the abutments and toll houses, and was rebuilt at a cost of $24,200."

After the gale of September 23, 1815 which wrecked the old bridge, the stockholders, remembering also the disaster of 1807, being disheartened, did not hasten to make repairs. After some time, we learn by the following that the bridge was completed: "Notice. The public is respectfully informed that the New Bedford bridge, over the Acushnet river, is completed, and in excellent condition for the accommodation of travellers, carriages, teams, etc. The rates of toll are considerably reduced, and are as low or lower, than those of any other bridge in the State, of the same extent. November 5, 1819."

Toll Rates. — We find the following: — "NEW BEDFORD BRIDGE. Rates of Toll for the New Bedford and Fairhaven Bridge as established by the stockholders at their meeting held November 9, 1848. Foot Passengers. — Each foot passenger, two cents, or one hundred tickets for $1. Each horse and rider, six cents or 25 tickets for $1.25. Each single horse, cart, wagon, chaise, sulky or sleigh, 12½ cents a passage, or 25 tickets for $2.50. Each additional horse, four cents a passage. Each riding carriage with two horses, 20 cents a passage, or 25 tickets for $3.75. Each cart, wagon, or sled or other carriage of burthen, light or loaded, drawn by one horse or pair of oxen, 12½ cents. Each additional horse or pair of oxen, four cents.

Each wheel-barrow or hand-cart, three cents. Sheep and swine, six cents per dozen; one person allowed to each team. No greater weight than 5000 pounds shall be taken across the bridge at one time on one team. Per order of the Bridge Committee. (Signed) William J. Rotch, Sec., November 15, 1848."

The Bridge Made Free. — The devastating storm of September 8, 1869, wrecking the bridge, was not the deciding factor that brought about the free passage of the structure. Strenuous agitation for a free bridge began some time before the storm which blew to earth the steeple of the Congregational church. Notice the dates of agitation in the following quotations:

"TOWN MEETING IN FAIRHAVEN. At a town meeting in Fairhaven yesterday (Monday, July 1, 1867) of which George H. Taber was moderator, Noah Stoddard. L. S. Judd and Job C. Tripp were appointed a committee to confer with committees of the New Bedford City Council and the New Bedford and Fairhaven Bridge Company on the subject of making the bridge free."

The demand for a free bridge was persistent, as shown by the sentiment of 1868: "PETITIONS FOR A FREE BRIDGE. Petitions are in circulation in this city (New Bedford) and the neighboring town praying that the Legislature will make the New Bedford and Fairhaven Bridge free to travel." (Wednesday, December 9, 1868.)

The year 1869 opened with the advocates of the free bridge movement exhibiting their tenacity. "HEARING ON THE FREE BRIDGE QUESTION. The joint committee of the General Court, on roads and bridges, gave a public hearing in the State House yesterday (Thursday, February 18, 1869) on the petitions for making the New Bedford and Fairhaven bridge free." "Weston Howland, Esq., of Fairhaven, appeared in support of the petitioners. He said the length of the bridge was 4,500 feet, of which 1,427 feet is of wood; the roadway is 21 feet wide and the sidewalk five feet." Capt. John A. Hawes and others gave the following information: "The number of shares is 110. Fourteen years ago, in view of an assessment of $225 a share for repairs, the stock sold for $75. It has since been sold as high as $405, but the bridge is now out of repair, and three shares were recently sold at $200. The receipts of toll are five or six thousand dollars a year." Other speakers were William P. Howland, L. S. Judd and Dr. J. C. Mara, all of Fairhaven, and Capt. Isaiah West, then of New Bedford.

"BILL FOR MAKING THE NEW BEDFORD AND FAIRHAVEN BRIDGE FREE. Be it enacted by the Senate and House of Representative in General Court assembled, and by the authority of the same, as follows: SECTION I. The bridge over the Acushnet River, between the city of New Bedford and the town of Fairhaven, known as the New Bedford bridge, including the draws, piers, abutments and way over Fish Island and Pope's Island, respectively so-called, is hereby laid out and shall become a public highway, upon the acceptance of the award of the Commissioners, hereinafter named by the Supreme Court and entry of the judgment thereon. . . . SECTION V. This act shall take effect from its passage."

Charles G. Davis of Plymouth seemed to be in opposition to the free bridge movement, saying that, "Nobody over ten miles from New Bedford is much interested in the bridge."

"FREE BRIDGE. The award of the bridge Commissioners was confirmed by the Supreme Judicial Court yesterday (Wednesday, October 27, 1869) and by this action the bridge is made a public highway. The Court granted twenty days for payment."

The Free Bridge Appreciated. — "THE BRIDGE. There was a grand rush to see the bridge yesterday afternoon (Sunday, June 26, 1870), and it was inspected by nearly two thousand people. We notice that spaces have been left in the railing for the convenience of Isaac Walton's disciples, who can step through and establish themselves on the outer plank, away from the bustle and jostling of the passers-by."

Under the date of Friday, July 22, 1870, The Standard relates: "A PRETTY SIGHT. The bridge is now lit up in the evening its entire length, Fairhaven having put similar posts and lights on the east end as on the western portion. The travel across the bridge is large, especially in the evening, our citizens availing themselves of the cool breezes and the beautiful prospect."

Then under the date of Friday, August 12, 1870, we find: "One of the results of the free bridge is that there is not a vacant tenement in Fairhaven at the present time, while at this time last year, there were quite a number. A gentleman informs us that nine parties yesterday called at his home, inquiring if he knew of a house to let."

The Crow Island Bridge. — In 1804, "The Proprietors of Crow Island Bridge" were authorized to erect a bridge from that island to the Fairhaven shore, landing at a point later called Eldredge's lane, a roadway laid out in 1811.

It was stipulated that the bridge should have a draw not less than twenty-eight feet in width, for the free use of all vessels. On this island was erected a rope-walk which was swept away in the gale of September 23, 1815.

In an article entitled "Fairhaven of the Past," Capt. Jabez Delano, making mention of Capt. Samuel Borden, wrote: "I worked in his rope-walk which was erected on Crow Island. The part I performed here as a laborer was to turn the wheel which carried six spindles, and employed six men. The thread they spun was 180 fathoms long. When at their terminus, I was notified by a bell, and the threads were then transferred to a hook at the side. A day's work was from sunrise to sunset, less one hour for dinner. My wages were a pistareen per day."

The Head-of-the-River Bridge. — In the year 1828 Fairhaven (then including Acushnet) voted to build its half of a stone bridge at the Head-of-the-River and appropriated a sum of money therefor, New Bedford, then a small town, to pay for its share. The sum appropriated was insufficient, but in the following year the necessary amount to pay for Fairhaven's part of the structure was raised. This accounts for the date "1828" on one side of the bridge and "1829" on the other. The date "1828" appears on the outside of the south parapet whereas the date "1829" is cut into a stone on the road side of the north parapet. We find in the Mercury, under the date of September, 26, 1828, the following: — "The Stone Bridge, lately erected at the head of the Acushnet River, was completed last week. It is 32 feet in width, supported by two arches of 14 feet each, center pillar 5 feet. The sides are guarded by stone railings or walls, uniting in its construction convenience and security with great durability."

The Coggeshall Street Bridge. — In 1850, a charter was granted by the legislature for building a bridge across the Acushnet river but the charter expired by limitation before anything was done. Nearly forty years elapsed. The north bridge at Oxford Heights seemed a necessity, and in January, 1883, the proposition was agitated. In November, 1887, it was more seriously considered, said bridge to be located in practically the same place as was authorized by the charter of 1850.

In January, 1889, it was announced that a petition to the legislature was to be circulated asking for a charter to build a bridge from the foot of Coggeshall street, New Bedford, to Oxford Village,

west of North Main street. Plans and specifications were prepared by George A. Briggs. The town voted to accept as a town way the layout of a street leading from North Main street to the eastern terminus of the new bridge, on January 11, 1890.

On Monday, September 22, 1890, the Coggeshall Street Bridge was opened to travel, although it was not wholly completed. This was done because it was the last day of the time allowed by the legislative act for the completion of the structure. It was completed in 1892. The work of raising the Fairhaven approach to the bridge was accomplished in 1896.

The Pope's Island Free Bridge. — The New Bedford & Fairhaven toll bridge, authorized in 1796, partially destroyed by the storms of 1807, 1815 and 1869, becoming thereafter a free bridge, after serving in all for a hundred years, finally gave way to a new structure as we see it today, the entrance to Fairhaven being a short distance north of the former "Bridge" street. This new construction across Pope's Island, and Fish Island, as was the path of the former bridge, was authorized in 1893.

Another Bridge. — The fifth bridge from Fairhaven, the fourth to reach the western bank of the Acushnet, is a wooden structure, not far below the arched one at Acushnet, crossing the river at the foot of Slocum road. It was a private enterprise, to further the sale of land in that vicinity.

Banks. — Capt. Noah Stoddard lived at the southwest corner of Main and Center streets. The Fairhaven Bank was chartered in March, 1831, and in May of that year, Capt. Stoddard sold the parcel of land, with a frontage of 30 feet and a depth of 54 feet, west of his dwelling, to the Bank officials.

The brick building was erected, and the lower floor was used by the Fairhaven Bank for about 45 years. Within one year of the incorporation of the Fairhaven Bank, the Institution for Savings was incorporated, and this Savings Bank soon after occupied the second floor together with the Insurance Company, incorporated in the previous year.

In the course of time the Fairhaven Bank assumed a new name, viz., The National Bank of Fairhaven as is shown by the following: — "NATIONAL BANK OF FAIRHAVEN. The first annual meeting of the National Bank of Fairhaven will be held at their Banking Room, on Tuesday, January 10, 1865, at 2 o'clock P. M., for the election of Directors, and for the transaction of any other

business that may legally come before them. (Signed) R. Nye, Cashier. Fairhaven, December 22, 1864."

Previous to this the stockholders of the Fairhaven Bank, at their meeting held on Wednesday, July 6, 1864, voted to convert that institution into a National Bank under the United States banking law. A notice was sent out to all depositors and customers of the Fairhaven Bank that that Bank ceased to exist on August 31, 1864, and was organized as the National Bank of Fairhaven, Massachusetts.

Capt. Stoddard died on January 28, 1850, at the age of 95. From his estate Horatio W. Richmond purchased the property. The foundation for the Richmond building, 50½ by 34 feet, was laid about the middle of November 1859. It was planned to have on the first floor a drug store on the southwest corner of Main and Center streets, and to rent the southeast corner of the building as a grocery store.

Mr. Richmond died on May 14, 1876, and four months later the Fairhaven Bank bought the house and lot, opening for business in its new quarters in March 1877.

After the Fairhaven Bank removed to its present place of business, the Savings Bank moved to the first floor of the brick structure. This brick bank building was demolished in September, 1946.

Mr. George B. Luther, of the National Bank, began his career as a bank official in the capacity of teller, in June 1889; was elected cashier in July 1895; became president in December 1912.

First Savings Bank. — Under the date of April 27, 1831 Gibbs & Jenney advertised as follows: — "Proposals will be received by the subscribers until the 10th day of May next, for doing the carpenter work in building a store in the village of Fairhaven, 55 x 28 feet, two stories high, to be completed in a workmanlike manner. For plans and specifications, apply to Gibbs & Jenney."

This building was erected, but note its partial use within a year of its construction, as found under the date of March 12, 1832: — "FAIRHAVEN INSTITUTION FOR SAVINGS. The office of the Fairhaven Institution for Savings will be opened in the Counting Rooms of Gibbs & Jenney's Store on Monday, the nineteenth instant, and will continue to be opened on Monday of each succeeding week from 1 to 2 o'clock for receiving deposits."

The location of these Counting Rooms, this first Savings Bank, opened one hour each week was an enigma until we found that a

public auction was held on April 12, 1862, at 1½ o'clock in the afternoon, advertised as follows: — "The two-story building on leased land, at the corner of Middle and Union streets, recently occupied by Gibbs & Jenney as a Counting Room and Store House."

This building, a Counting House, a Bank, a Store, became a paint shop in 1864, being moved from the south side of Union street, just east of Middle street, to the southwest corner of Water and Center streets, where it now stands.

"Railroadside" Cemetery. — It was in 1817 that this plot was set apart as a Burying Ground, later to be penetrated by the tracks of the Fairhaven Branch Railroad. Much agitation arose in 1873 concerning the removal of the bodies and the utter abandonment of the spot for burial purposes. Years flew by, another generation witnessed the perfect neglect of the area which was intended to be the final resting place of many Fairhaven folk. Time, necessity, politics, caused a change, a change for the better, and we now have Willow Park.

Riverside Cemetery. — On the Fourth of July, 1850, there appeared in The Daily Mercury, of New Bedford, this special notice: — "Should the weather prove favorable the River-side Cemetery, in Fairhaven, will be publicly devoted to its future uses, on Sunday evening next, July 7th. An address will be delivered, hymns sung and other services usual on such occasions will be had. Services will commence at 5:30 o'clock. The ceremonies will be deferred to the succeeding Sunday, July 14, if weather is unsuited to an assembly in the open air."

The weather was auspicious and the River-side Cemetery was duly consecrated. On Sunday evening, July 7th, 1850, an address was delivered at this consecration by Rev. Thomas Dawes, Minister and Pastor of the Washington Street Church. Mr. Dawes was pastor from 1844 to 1853, the former date being the time of the transfer of allegiance from the Baptist to the Unitarian tenets after the schism of 1841, resulting in the formation of the Adventists as a separate religious body, and the Washington Street Society as a Unitarian sect.

This area was a tract with a gentle slope to the west, with undulating surface like many other stretches of country along the river front. This consecrated ground contained 14 acres and was a part of the Jonathan Nye farm, purchased, in 1849, by Warren Delano, Esq.

In August, 1889, Warren Delano purchased the lower part of Cyrus Peckham's farm, over five acres, for an enlargement of Riverside, and at a meeting of the cemetery trustees, Mr. Delano presented the deed of the land.

The Cemetery was again enlarged on the north in 1905. The first sexton was Samuel Jenkins who served for 14 years. During his official connection with the cemetery, the sexton's house was erected, that is, in 1881, Mr. Jenkins serving some time as sexton before its construction. Frederick Pearce was the carpenter and Abner Howard was the mason. The house cost approximately $1,800. Mr. Jenkins was followed by Mr. Powers, Mr. Watterson, Mr. White, Mr. Mowatt, Mr. Chace and the present sexton, Mr. Hay B. Reid.

Naskatucket Cemetery. — At this place of burial, the old, slate headstones bespeak its age. One such stone bears the death date of 1797, although it is asserted by residents of that part of the town that this plot was used as a burying ground long before that date.

The oldest stone in this cemetery is inscribed: "In memory of a son of Capt. Levi & Mrs. Jenne; he died April ye 20th, 1797, aged 17 days."

Woodside Cemetery. — This place of burial, in the north part of the town, became the sepulchre of individuals born before Washington became President, yet burials take place there today.

Cooke's Memorial. — John Cooke, an adventurer before he reached his teens, under the custodianship of his father, Francis, an inhabitant of Plymouth until 1659, owner of the land at Oxford and a resident here, the first white settler, a Representative to the General Court and a Baptist minister, is depicted as a genuine pioneer in the establishment of this section. He died about 1695, and is purported to be buried at Burial Hill, willed by William Wood in the Revolutionary period, in a codicil under the date of May 14, 1778, (the will being dated 1773) in these words:

"And whereas the bodies of some persons that were persons of good account in their day, were buried on the little hammock on island in the meadow at the foot of my homestead, commonly called the 'Burying Hill,' and I not being willing that their graves should be any way defaced, do therefore in this my will hereby give the said hammock on island to and for a burying place forever, and for no other use to be made of it, for all persons to bury their dead, that have a mind to, that my two above-named sons, Zeruiah Wood and

John Wood, they and their heirs after them, shall think suitable to be buried there—to whom I leave the care thereof."

In September, 1895, 200 years after the death of Cooke, the work of grading the John Cooke Burial Hill began. His surmised resting place is marked by a boulder taken from the bed of the Acushnet river, the inscription upon the bronze tablet being worded as follows:

"Sacred to the memory of JOHN COOKE who was buried here in 1695. The last surviving male Pilgrim of those who came over in the Mayflower: The first white settler of this town and the pioneer in its religious, moral and business life: A man of character and integrity and the trusted agent for this part of the Commonwealth of the old colonial civil government of Plymouth."

CHAPTER XIX

Akin -- Bradford -- Delanos -- Keene Rogers

Ebenezer Akin, Jr. — Fairhaven was, indeed, fortunate in having as a native son, Ebenezer Akin, Jr. Always reliable, a man of the highest principles, devoted to the church, faithful in every trust, Eben Akin, Jr. was an example to his fellow citizens. Born in Fairhaven, in April, 1817, long a resident of Oxford, going there at the age of nine, attending the old stone schoolhouse, in business in both Fairhaven and New Bedford, elected to public office by the people, Mr. Akin met calmly the problems of life as they surged about him.

We can see him at 87 Main street, in his store which had a raised platform in front, with separate entrance rarely used, with stairs leading to the tailor shop above, as if it were yesterday. Mr. Landers was the tailor, with son John and daughter Kate living on the southwest corner of Washington and Water streets, in the old, "White" house.

Mr. Akin was a planemaker by trade, serving in that capacity for five years. He taught school in 1842, and was town clerk, collector, and treasurer of the town, serving as such from 1842 to 1855, a period of thirteen years; and again from 1875 to 1887, a period of twelve additional years.

Mr. Akin closed his business on Main street in 1883. In 1887, he was appointed postmaster, succeeding Charles H. Morton, and followed by Job C. Tripp, in 1891. While postmaster, Mr. Akin made improvements in his department, appreciated by his patrons, by removing the counter on the west side of the outer office, running north and south; enlarging the vestibule, and placing a door in the west end of the inside entrance, when the post office was in the building at the southwest corner of Center and William streets. Then, he installed letter-boxes at the corner of Bridge and Main streets, and at Wilde's store, as soon as he took office. (Key boxes, formerly in use in New Bedford, were installed for the first time at the Fairhaven post office in April, 1882. These were placed on the west side of the delivery window, running east and west.) On



Wharf scene in Whaling Days — Cargo landed



Chimney of the Philip Taber House — Oxford Village

February 12, 1887, Mr. Akin, as postmaster—elect, was tendered a memorable reception.

Ebenezer Akin, Jr. died on January 6, 1905, aged 87. A son, Eben Lloyd Akin, a graduate of the Fairhaven High School, in the class of 1878, died in November, 1879, at the age of 18. Another son, Charles Thompson Akin, born on November 24, 1855, died in October, 1937. He was for thirty-three years (1887 -1920) employed at the post office, retiring in the latter year; hence knew about every person, directly or indirectly, in town. A third son, Bartholomew Gilbert Akin, who graduated from the local high school in 1885, experienced the same wide acquaintance, having been census enumerator for a number of years. Bart, faithful to his brother in sickness to the end, lived until recently, alone in the old homestead, an encyclopedia to meet, and an inspiration to converse with.

William Bradford. — In 1845, we find Mr. Bradford in business, in New Bedford, advertising extensively. He himself admitted that he was not a good business man and stated that his interest was more on painting. In November, 1854, there was on exhibition, in New Bedford, a group of paintings, four in number, painted by Mr. Bradford, then 31 years of age. One was painted from Crow Island, showing the craft and steamers in the harbor. This was greatly admired. It sold for $97.50, and Mr. Bradford was then spoken of as a rising artist. This was quite in contrast to the painting of 1867, entitled, "Sealers Crushed Among the Icebergs," which sold for $12,000. Then the Artist was heralded as the leading marine artist in the Country. In 1873, Mr. Bradford went to England, taking with him an Arctic scene painted expressly for the Queen.

The Bradfords were interested in community life as well as painting. In 1870, there was formed, in Fairhaven, an organization called the "Fairhaven Union Association for Christian Work," and at its first meeting, Mr. Bradford gave a stereopticon lecture gratis, and soon became its president. Mrs. Bradford took an active interest in this association. Courses of lectures were given, and if anyone wanted to purchase a ticket, he hastened to 58 Center street, mounted the steps, rang the bell, called for Mrs. Bradford, paid her twenty-five cents, and received a ticket which permitted the bearer to hear Edward Everett Hale.

The house now occupied by Mr. and Mrs. Harry L. Pope, 16 Fort street, was built for Frederick Bartlett, a bright young man, apparently with a successful career before him. He was a practicing attorney, in New Bedford, and a selectman here in 1885 with Daniel W. Dean and George W. King. He became ill, and died in 1887, aged 33. The following year, the property passed into the hands of the Bradfords. In the '50's, and still in the '70's, another house stood there in which lived Mr. Thomas H. Bowen and family. The house was moved, and now stands just south of the residence of Mr. Thomas Clark, on the west side of Fort street.

When we think of the Bradfords, we think, in our reading, of Melvin and Hannah Bradford, of Marlbro and Dolly Bradford, of George Bradford, brother of William, of Estelle Hacker and Mary E. Bradford, daughters of William and Mary B. Bradford. We think of some of the family living in New Bedford; on the Kempton Farm which afterwards became the property of Laura Keene, the actress, who called her estate "Riverside Lawn;" at 58 Center street and at 16 Fort street. We clearly see Mr. Bradford, Mary B., his wife, and Mary E., their daughter, going to and coming from the studio on Union wharf, in 1882. Before this, Mr. Bradford's studio was on Church street, near the corner of Main.

William Bradford died fifty-five years ago and more. As we go to the Bradford lot at Riverside Cemetery, we see there the glacial boulder from North Greenland, the four-ton boulder taken from a nearby shore, and on that boulder we read not only the name of the artist, but lines of Whittier, dedicated to W. B. by the poet, as follows: "Something it has — a flavor of the sea and the sea's freedom — which reminds of thee."

All the Bradfords that we have mentioned have passed away but they are not forgotten.

The Warren Delanos and Family. — In the Daily Mercury, of Wednesday, June 22, 1870, we find the following: "FAIRHAVEN BOYS. A New York letter gives the following account of success of two sons of the late Warren Delano, of Fairhaven. 'A pair of brothers named Delano, once were to be found in South street, of much more than ordinary interest. They were remarkably handsome, and were excellent business men. Franklin Delano became clerk for Grinnell, Minturn & Co., and soon rose to a confidential position, and finally became a partner, but his commercial career was stopped by his marrying a fortune. Nearly 30 years ago, he became the son-

in-law of William B. Astor, and this rendered South street unnecessary. He is now living uptown in grand style. The other brother, whose name is Warren, went to China to seek his fortune, and there got into such a profitable position that he was soon enabled to return to America with $400,000. This was doing pretty well for a pair of poor, young men.' "

In January, 1855, Mr. Jabez Delano, well-known for his astronomical researches, delivered a lecture before the Fairhaven Lyceum, at Phoenix Hall. On February 5, 1857, Mr. Delano gave a lecture on the same subject, at Liberty Hall, New Bedford. His interest in this science was keen years before. In 1835, he wrote to Warren Delano, Jr., a relative, an enthusiastic letter regarding astronomy.

In reply, Mr. Warren Delano wrote: "Your astronomical remarks and reflections concerning this and other worlds, yet unknown, their inhabitants, and their supposed superiority to us who people this earth, all are read by me with much interest, and were not my time engrossed by the all-important subject of Commerce, I should be happy to devote much of my time to the study of those subjects which engross so much of your attention. But Canton, with the little liberty allowed to us foreigners, is not the place for the pursuance of these studies. We see little of the beauty and sublimity of nature—nothing to encourage one to the investigation of those subjects which do not bear immediately upon that for which we are all here."

"I have now been absent from home about three years—China must be my abode for about ten years more, I fear, but I have no intention of allowing that length of time to elapse without a visit to home of kindred; my hope is to be able to have this about two years hence, and already have commenced studying upon the route I shall take."

"Your letters are very interesting, and I am sorry that I cannot reply to them in the same spirit, and discuss the same topics with you, but these discussions we must postpone till I get settled down quietly in Bristol County, when I intend to be provided with an observatory telescope, etc., and study the moon and the stars."

From China, Mr. Warren Delano continues: "From my brothers and sisters, I have received agreeable news—they were well in health. Edward writes me from New York, where he seemed pleased with his location. Frederick has returned to France, and I heard from him at Liverpool. Franklin hard at work at his old place, and Louisa had made her long projected visit to New York, and, I hope, enjoyed it."

Louisa C., eldest daughter of Warren Delano, Esq., of Fairhaven, died in New York City on May 14, 1846. On the 24th of September, 1857, at the residence of his brother, Warren Delano, Jr., near Newburgh, New York, Frederick A. Delano, of New York, died, aged 46. The funeral took place at the residence of his father, Warren Delano, Esq., of Fairhaven, on Sunday afternoon, September 25th, at 2:30 o'clock. In February, 1841, Susan M., youngest daughter of Warren Delano, died in her 16th year.

In order to ascertain the prevailing sentiment concerning the Delanos, search has disclosed the following, written nearly seventy years ago: "Mr. Warren Delano has been in town on a visit, during this week, and has manifested his uniform deep interest in the prosperity and welfare of his native place. May he long live to witness the improvements that are being made, and to gratify his old friends and relatives by his cheering visits." The Fairhaven Star, November 1, 1879.

More than a half century ago, the Delanos were held in high esteem as shown by these words from the STAR of February 15, 1896: "The funeral of the late Mrs. Warren Delano, of Newburg, whose remains were laid away in Riverside Cemetery the present week, reminds us that our town has been deprived of one who has always felt an interest in its welfare. The loving wife, the gentle mother, and the kind and sympathizing friend has passed away. Her gracious and noble personality has made its impress upon all who knew her, and none knew her but to admire, honor and love."

If we go back to the time before the first Warren, we find the male member of that household to be Ephraim. Then we have Warren, the First; Warren, the Second; Warren, the Third; and Warren, the Fourth.

Warren I, the great grandfather of Franklin Delano Roosevelt, was born in 1779. For nearly a score of years, he followed the sea, a part of that period as Captain and owner of vessels. The histories of the early shipyards verify the statement that ships were built for him. The advertisements, in the New Bedford newspapers, in 1808 and thereafter, perhaps before, are proof that he was a merchant at Fairhaven, then a part of New Bedford.

Mr. Delano was interested in Insurance Companies, Banking Houses, school questions, the Old Academy, the Washington Street Christian Meeting House, and various betterments for the town.

The Delanos bestowed gifts upon The Fairhaven Library Association; they made presentations to The Millicent Library; they

held public office; they presented to the Town of Fairhaven the beautiful Riverside Cemetery, and additions thereto.

It has been said that the first Warren Delano was born in a house south of the line of the railroad, on the west side of Main street. Be that as it may, we can enter the domain of certainty when we state that he lived at the southwest corner of Washington and Middle streets. This lot was purchased by Daniel Egery, in 1764, and the house, since enlarged, was soon erected. In 1778, John Alden became its owner. Capt. Warren Delano acquired the property in 1828, of Nathan Alden. In 1832, and again in 1839, Mr. Delano advertised the place for sale, but the property remained in the Delano ownership as late as 1855.

In the meantime the mansion on Walnut street was erected, about 1835, by Warren Delano I.

Warren II, was born in 1809. There were five daughters and one son: Laura who died at the age of eighteen; Dora, who became Mrs. Forbes; Annie who became Mrs. Hitch; Sara who was the mother of the late President Roosevelt; Katherine who became Mrs. Collier, and Frederic A. Delano whose career, in brief, we summarize as follows:

Frederic A. Delano was born at Hong Kong, China, September 10, 1863. In 1885, he was graduated at Harvard with an A. B. degree. That same year he became an employee of a Railroad Company. After several changes, each time an advancement, he became a Railroad President. Mr. Delano was a member of the Federal Reserve Board for a number of years. In 1918, he entered the Army and was awarded honors for his achievements abroad. He became Chairman of the International Commission of the League of Nations on inquiry into the production of opium in Persia. He was regent of the Smithsonian Institution and Chairman of the National Capital Park and Planning Commission of Washington, D. C. as well as of the National Resources Planning Board. His career, in more detail, may be found in "Who's Who in America." Mr. Delano retired in 1943.

The time came when the old homestead had become less frequented, so it was decided to dispose of the property. The unreserved household goods of the Delanos were sold by auction at the mansion, on June 2d and 3d, 1942. The house and land were sold at auction on Thursday, July 16th of that year, for $4,025 and the 1942 taxes.

During the autumn and winter of 1945-46, the Delano mansion was disunited, three separate sections being the result. The middle

section of three and a half stories, which was completed in 1895, minus the first story, was moved to the southeast corner of Walnut and Washington streets. The rear of the house was moved to a foundation immediately east of the middle section. The united barn and carriage building was separated, the former after being given a quarter turn and remodelled into a duplex dwelling, was moved to face Green street, at the corner of Washington; the latter, after a quarter turn, was moved south a short distance, the original Washington street side facing the west. Thus five dwelling houses, one a duplex, have evolved from the century-old mansion and the stable, the main part of the house remaining on its original foundation, still facing Walnut street.

Laura Keene. — Not far from the Fairhaven town line, and within the old Fairhaven township, is to be found the site of the Laura Keene farm, now within the limits of the town of Acushnet. In the '60's this estate was purchased by the popular actress, and called "Riverside Lawn." Laura Keene, perchance, by a slight stretch of the imagination, may be called the link between Fairhaven and Abraham Lincoln.

It seems that the manager of Ford's Theatre, Washington, D. C., saw, in his mind's eye, a full house, if the public realized that President Lincoln and General Grant were to be present at "Our American Cousin." The newspapers of the National Capital, on the fourteenth of April, 1865, under the caption "PERSONAL NOTICE," printed the following: Lieutenant-general Grant, President and Mrs. Lincoln, and ladies, will occupy the state box at Ford's theatre tonight, to witness Miss Laura Keene's company in Tom Taylor's "American Cousin."

Grant did not attend. Lincoln was driven to the house of Senator Harris. Miss Harris, the senator's daughter, and Major Rathbone, a son of the senator's wife, accompanied Mr. and Mrs. Lincoln to the theater, arriving there at 8:40 o'clock. The house was packed. All arose and cheered. The President bowed and took his seat. John Wilkes Booth, by cunningly planning the sinister plot, forced his way to the President's box, and, with pistol in one hand and a dagger in the other, after sizing up the entire situation, fired, the bullet entering the President's brain. The uproar was terrific. Miss Harris shouted for water. After attempting to calm the audience, Laura Keene entered the President's box with water and stimulants. The President died at 7:22 the following morning on Tenth street opposite the theater, a room many of us have since

visited. The grief of America was voiced by Walt Whitman in his poem "My Captain."

But what of Laura Keene, a former resident of old Fairhaven? The Standard tells us:—"OBITUARY. Laura Keene, the actress, or Mrs. Lutz, well-known in this vicinity, died in New Jersey, on Tuesday last (November 4, 1873). She had been for some time in failing health with consumption, and had gone into the country under the advice of her physician. She was born in England in 1830, and first played in Madame Vestris's theater in London, making her debut in October 1851, as Pauline in 'The Lady of Lyons.' In 1852 she came to the United States and opened at Wallack's in New York, September 20. In November, 1855, she opened the Varieties, and on November 18, 1855, a new theater, the Olympic, of which she continued to be the lessee and manageress until 1863. On October 18, 1858, she produced 'Our American Cousin' which had an immense run. 'The Seven Sisters' brought out by her, November 26, 1860, ran 169 nights. In 1868, she visited England, and since then she had travelled with a company under her own management."

The Standard, a few days later continued:—"LAURA KEENE, whose maiden name was Lee, was twice married, first to a Mr. Taylor and the second time to J. S. Lutz. She was playing 'Our American Cousin' in Ford's theater, Washington, when Abraham Lincoln was shot by Booth, and she rushed from the stage to the President's box and pillowed his head in her lap. She was buried yesterday (Friday, November 7, 1873) in the Catholic cemetery at Montclair."

Thus by way of association, when one passes the former estate of Laura Keene, on the bank of the Acushnet river, the Great Emancipator is called to mind.

Henry Huttleston Rogers. — Thirty-eight years ago, in the month of November, "Little Journeys," by Elbert Hubbard, devoted one number of Volume 25, to H. H. Rogers. Elbert Hubbard, II, representing the five children who own the copyrights on Elbert Hubbard's writings, has granted permission to quote the following.

"Henry Huddleston Rogers was a very human individual. He was born at the village of Fairhaven, Massachusetts, in the year eighteen hundred and forty. He died in New York City in Nineteen hundred and nine, in his seventieth year."

"H. H. Rogers had personality. Men turned to gaze at him on the street; women glanced, and then hastily looked, unnecessarily hard, the other way; children stared."

"The man was tall, lithe, strong, graceful, commanding. His jaw was the jaw of courage; his chin meant purpose; his nose symboled intellect, poise and power; his brow spelled brain."

"He was a handsome man, and he was not wholly unaware of the fact. In him was the pride of the North American Indian, and a little of the reserve of the savage. His silence was always eloquent, and in it was neither stupidity nor vacuity. With friends he was witty, affable, generous, lovable."

"In business negotiations he was rapid, direct, incisive; or smooth, plausible and convincing, all depending upon the man with whom he was dealing. He often did to others what they were trying to do to him, and he did it first. He had the splendid ability to say 'No' when he should, a thing many good men cannot do. At such times his mouth would shut like a steel trap and his blue eyes would send the thermometer below zero. No one could play horse with H. H. Rogers. He himself, was always in the saddle."

"H. H. Rogers was the ideal executive. He did not decide until the evidence was all in; he listened, weighed, sifted, sorted, and then decided. And when his decision was made the case was closed."

"The parents of H. H. Rogers were neither rich nor poor. They had enough, but there was never a surfeit. They were of straight New England stock. Of his four great-grandfathers, three had fought in the Revolutionary War. The father had made one trip in a whaler. He was gone three years and got a one-hundred and forty-seventh part of the catch. The oil market was on a slump, and so the net result for the father of a millionaire-to-be was ninety-five dollars and twenty cents. This happy father was a grocer, and later a clerk to a broker in whale-oil. Aside from that one cruise to the whaling grounds, Rogers Pere played the game of life, near home and close to shore."

The mother planned for the household. She was economist, bursar and disburser. She was a member of the Congregational church, with a liberal bias, which believed in 'endless consequences' but not in 'endless punishment.' Later the family evolved into Unitarians by the easy process of natural selection. The father said grace, and the mother led in family prayers. She had ideas of her own and expressed them. The family took the Boston Weekly Congregationalist and the Bedford Weekly Standard. In the household there was a bookcase of nearly a hundred volumes. It was the most complete library in town, excepting that of the minister."

"The home where H. H. Rogers was born still stands. Its frame was made in Sixteen Hundred and Ninety, mortised, tenoned and pinned. In the garret the rafters show the loving marks of the broadaxe, to swing which musical instrument with grace and effectiveness is now a lost art."

"How short is the life of man! Here a babe was born, who lived his infancy, youth, manhood; who achieved as one in a million, who died, yet the house of his birth — old at the time — still stubbornly stands as if to make mock of our ambitions."

"I had tea in this house where H. H. Rogers was born and where his boyhood days were spent. I fetched an armful of wood for the housewife, and would have brought a bucket of water for her from the pump, only the pump is now out of commission, having been replaced by the new-fangled waterworks presented to the town by a Standard Oil magnate. Here Henry Rogers brought chips in a wheelbarrow from the shipyard on baking-days; here he hoed the garden and helped his mother fasten up the flaming, flaring hollyhocks against the house with strips of old sail-cloth and tacks."

"In the winter the ice sometimes froze solid clear across Buzzards Bay. The active and hustling boys had skates made by the village blacksmith. Henry Rogers had two pair, and used to loan one pair out for two cents an hour. Boys who had no skates and could not beg nor borrow and who had but one cent could sometimes get one skate for a while and thus glide gracefully on one foot."

"To grow up on a coast and hear the tales of seafaring men who have gone down to the sea in ships, is to catch it sooner or later. At fifteen Henry Rogers caught it, and was duly recorded to go on a whaler. Luckily his mother got word of it, and cancelled the deal. About then good fortune arrived in the form of opportunity. The young man who peddled the New Bedford Standard wanted to dispose of his route. Henry bought the route, and advised with his mother afterwards, only to find that she had sent the seller to him."

"When the railroad came in, Henry got a job as assistant baggageman." "Henry Rogers was twenty. It was a pivotol point in his life. He was in love with the daughter of a captain of a whaler. They were neighbors and had been schoolmates together. Henry talked it over with Abbie Gifford — it was war or the oil-fields of Pennsylvania. And love had its way, just as it usually has."

"He entered into a partnership with Charles Ellis, and erected a refinery between Titusville and Oil City. The first year he and Ellis divided thirty thousand dollars between them."

"In the fall of eighteen hundred and sixty-two, when he went back to Fairhaven to claim his bride, young Rogers was regarded as a rich man. The bride and groom returned at once to Pennsylvania and the simple life. Henry and Abbie lived in a one-roomed shack on the bank of Oil Creek. It was love in a cottage all right, with an absolute lack of everything that is supposed to make up civilization."

"About this time, Charles Pratt, a dealer and refiner of oils, of Brooklyn, appears upon the horizon. Pratt now contracted for the entire refined output of Rogers and Ellis at a fixed price. Crude oil suddenly took a skyward turn. Rogers and Ellis had no wells. They struggled on trying to live up to their contract with Pratt, but soon their surplus was wiped out, and they found themselves in debt to Pratt to the tune of several thousand dollars."

"Rogers went to New York and saw Pratt, personally assuming the obligation of taking care of the deficit. Ellis disappeared in the mist. The manly way of Rogers so impressed Pratt that he decided he needed just such a man in his business; a bargain was struck, and Rogers went to work for Pratt. Pratt gave Rogers an interest in the business, and Rogers got along on his twenty-five dollars a week, although the books showed he was making ten thousand dollars a year. Then comes John D. Rockefeller on from Cleveland, with his plans of co-operation and consolidation."

"Rockefeller was only one year older than Rogers, but seemed twenty. Rockefeller was always old and always discreet; he never lost his temper; he was warranted non-explosive from childhood. Rogers at times was spiritual benzine. The Standard Oil Trust was duly formed with a capital of one million dollars. The Pratt Oil Company, with principal works in Brooklyn, but a branch in Cleveland, was one of the twenty concerns that were absorbed."

"And so it happened that Henry H. Rogers aged thirty-two, found himself worth a hundred thousand dollars. He was one of the directors in the new company."

"And viewing the life of Rogers for years, from the time he saw the light of a whale-oil lamp in Fairhaven, to the man as we behold him now we must acknowledge his initiative and his power. He gave profitable work to millions."

"And so in eighteen hundred and eighty-five, when he was forty-five years of age, he built the Rogers School. In a few years, Rogers — or Mrs. Rogers, to be exact, — presented to the village a Town Hall. Next came the Millicent Library, in memory of a beloved daughter. When his mother passed away, as a memorial to her, he

built a church and presented it to the Unitarian denomination. The Fairhaven Water-works System was a present from Mr. Rogers. And lastly was the Fairhaven High School. His last item of public work was an object-lesson as to what the engineering skill of man can do. He took a big bog or swamp that lay to the north of the village and was used as a village dumping ground. He drained the tract, filled in with gravel, and then earth, and transformed it into a public park of marvelous beauty."

"Rogers had the invincible heart of youth. He died as he had lived, always and forever in the thick of the fight. He had that American trinity of virtues; pluck, push, and perseverance. Courage, endurance, energy, initiative, ambition, industry, good-cheer, sympathy were his attributes."

CHAPTER XX

Wars

King Philip's War. — In the Mercury of Wednesday, September 19, 1832, we find an article with the caption "Some Further Reminiscences of Dartmouth" as follows: — "In 1675, John Cooke was the Deputy or Representative. In 1676, the town (Dartmouth) was deserted on account of Philip's war. and sent no Representative. After a long misunderstanding between that Chief and Plymouth government, hostilities began in 1675; and in course of that year many of the inhabitants of Dartmouth were slain and the settlement broken up. Some one, however, remained and repaired Russell's house at Apponaganset, which was converted into a garrison.

In 1676, Col. Church, two of whose subaltern officers were Howland and Delano, attacked the Indians in Dartmouth, and Pocassett, and Middleboro, and pursued them near Assawamsett Pond, Acushnet, Sconticut and Apponaganset, and took many prisoners, at and near those places; and some in Russell's orchard. These were sent out of the country and sold as slaves by the Plymouth government, to the great discredit and dishonor of those who advised to such a measure. Col. Church remonstrated against it in strong terms, and so did some others. But from revenge or fear, or it might be, in order to strike terror into others, the government sent them away and sold them in Bermuda. They were, indeed, found in hostility to the English; at least a part of them, but some of them had voluntarily surrendered themselves to Church, which made him express more indignation and horror at the deed."

Invasion of Fairhaven. — We have all read about the Spanish Armada, the Syrian Invasion, the invasions by both the North and the South during the Civil War, and we have recently read about the European Invasion. Let us again read about the Invasion of Fairhaven, by the British, during the Revolution. There have been a number of versions of this Revolutionary event, the details of which have been set forth by General Charles Grey, Judge Edward Pope, Elijah Macomber, John Gilbert, Charles Grinnell, Capt. Lemuel S. Akin and others, a summary of each appearing in the Standard of September 5, 1878, a century after the invasion. "The History of New Bedford," by Daniel Ricketson, published in 1858, a copy of which is in our possession, devotes Chapter XXII to this invasion.

From these we select the salient points, interjecting an interpretation or two of our own in the process of relating, since there are contradictions and differences among the writers.

On the evening of September 4, 1778, the British fleet, of 32 vessels, with the Carysfort in the van, sailed from New London and entered Buzzards Bay, the object of the expedition being to destroy whatever privateers could be found. The harbor had been the rendezvous for privateers, and the English commerce suffered. This fleet, under command of Rear Admiral Gambier, with Major General Grey in charge of troops, arrived off shore in the late afternoon of the 5th riding at anchor in Clark's Cove. The fleet had been sent under orders from Sir Henry Clinton at New York, some asserting that it consisted of two frigates, one brig of war, 36 transports and 5,000 men. One of the men was Captain John André. Immediately upon arrival, the troops, 4,000 in number, debarked upon Clark's Neck and marched along the six-mile stretch of the Acushnet shore, destroying on the way vessels, houses, barns, mills, stores, wharves, etc., valued at an amount ranging, according to various estimates, from $100,000 to a quarter of a million dollars.

Thence they proceeded to the Head of the River, crossing the bridge and continuing to Sconticut Neck, by-passing Oxford and Fairhaven, it is said, although some versions maintain that on the way from Acushnet a detachment was sent to destroy Fort Phoenix while Major General Grey with the main army marched to the Neck.

Under the date of September 6, 1778, Grey wrote: "The only battery they had was on the Fair Haven side, an enclosed fort, with eleven pieces of cannon, which was abandoned, and the cannon properly demolished by Capt. Scott, commanding officer of the artillery, and the magazine blown up." Another version is that the garrison at Fort Phoenix, consisting of Capt. Timothy Ingraham, commanding officer of the fort, Lieut. Daniel Foster and 36 non-commissioned officers and privates, spiked the guns and retreated north, leaving the colors flying. The enemy burned the barracks guard house and blew up the magazine containing 25 casks of powder.

On Saturday evening, the 5th, the troops encamped on Sconticut Neck, remaining there until Monday, when they re-embarked. This statement, however, has been questioned, some saying that the British reembarked and were on board their ships before Sunday noon, the 6th. Capt. Jabez Delano wrote: "About noon of the 6th Grey's troops hove in sight," placing them at that time on Sconticut Neck. At any rate they re-embarked, by-passed Oxford, being practically

without injury or damage, and Fairhaven proper, in plain view, had not suffered, up to this time, to any great extent. However, on the "following" night a detachment was ordered to proceed up the river to commit whatever devastation was possible by burning the town. Their design was suspected by the citizens on shore and a defense of the village was planned. This defense unit consisted of about 150 men. Our commander, too old for action, concluded that resistance would be futile. A Colonel, next in order to take the command, decided that "He who fights and runs away — May live to fight another day." Then arose Major Fearing, of Wareham, who after the two above-mentioned had abandoned the undertaking, deserting their troops and hied to places of safety, became a self-appointed commander-in-chief.

On came the British, destruction-bent, having landed their troops near the foot of Washington street. This landing place was known as the Capt. Alden wharf, later as the Warren Delano wharf. The local militia, skeptical of the leadership of such a young man as Major Fearing, and becoming jitter stricken by the formidable array of the enemy, began to retreat. Then it was that Fearing took up a position in the rear of his troops and shouted: "I'll shoot the first man who retreats." Order was immediately restored. Forward they marched, Fearing placing his troops between the stores, already ablaze, (on Middle street), and the village itself, cautioning his men not to fire until each militiaman was near enough to hit his man. As soon as the British arrived within the designated distance, the Fairhaven squad fired. The astounded British fled to their boats but not without loss, and set sail for Buzzards Bay.

Ricketson, in his "History of New Bedford," states: "Thus did this heroic youth, in opposition to his superior officers, preserve Fair Haven, and merit a statue from its inhabitants." An after-generation erected at the entrance to Fort Phoenix a tablet which is worded as follows: "Erected in memory of Major Israel Fearing, the ardent patriot and accomplished soldier. On the 7th day of September, 1778, the British troops landed from their ships in the bay for the purpose of burning this town. By the unflinching courage of Major Fearing as commander-in-chief of the militia, the enemy was bravely met and completely defeated and the town was saved."

The Fearing Memorial at Fort Phoenix was dedicated on August 29, 1905.

Many remember the Salathiel Eldredge house near the northwest corner of Water street and Eldredge lane, the house facing the

lane. This house and the Calvin Delano house, about a tenth of a mile apart were two which were struck by shot fired by the British under General Grey's command. The ball which struck the Eldredge house was of iron whereas the one which struck the Calvin Delano house was of lead. These shots were fired as the galley was about half way between our shore and Crow Island.

In the Standard published about 70 years ago we find: "*An interesting relic.* Jabez Delano, Jr. of Fairhaven, shows us (1878) a piece of board burned on one side, which was cut from the remains of the house of his grandfather, Calvin Delano, after its destruction by fire, which contains a bullet firmly imbedded, which was fired into it during the night attack of Gen. Grey's expedition, September 7, 1778. The bullet remains precisely where it lodged during the attack."

The Calvin Delano house, mentioned above, which stood where Jonathan Bisbee's tin shop, moved and converted into a dwelling house stands on the southeast corner of Water and Center streets, was built in 1776. It was purchased by Joseph Smith in 1849, and nearly destroyed by fire in 1864.

First Naval Engagement of the Revolution. — Thomas Jefferson, histories state, wrote the Declaration of Independence. This document was adopted by Congress on July 4, 1776. The war was on. England had a navy without equal in the world. We had none. To compensate for our weakness on the sea, privateers were sent forth to seize any British vessels engaged in commerce.

General Gage was having a struggle to secure sufficient food supplies for his troops, so a British ship was dispatched to this area to seize cattle, sheep and other necessities of life to supplement his dwindling food supply for his soldiers at Boston. This was the cause of the first naval engagement of the Revolution, which took place off Sconticut Neck in the vicinity of West Island.

The British vessel sent was the Falcon which soon captured, on May 5, 1775, two sloops in Vineyard Sound. This aroused the citizenry here and from two companies which were undergoing drill at Fairhaven twenty-five men from each company, were selected by Captains Nathaniel Pope and Daniel Egery to man the sloop Success which straightway started to discover the whereabouts of the Falcon and the two captured decoys. One of the captured vessels was espied at the entrance to the harbor and recaptured without a shot being fired. On the next morning, May 15, the second sloop was discovered and, after a brief engagement, was also captured.

Thus ended the initial encounter of the Revolution, fought and won off the Fairhaven shores.

The War of 1812. — Let us enter the period of the War of 1812, quoting from the Mercury and the Bristol Gazette, the latter being the first newspaper published in this town, copies of which are on file at the local library.

In the Mercury of Friday, March 13, 1812, we read: — "We understand that the United States sloop of war, 'Wasp,' Capt. Jones, will sail from Sandy Hook the first fair wind; and it is rumored she has on board two messengers with despatches for England and France." And on March 20th of that year the same paper states: — "The 'Wasp,' sloop of war, has sailed from New York for Europe, in a secret manner. Those who watched her, say she has carried out two messengers with despatches. Conjectures are numerous and various on the subject." On August 6, 1812, the "Wasp" of this town was captured by the British. In the following month Fairhaven prepared for defense by enlisting men for the regular militia and for volunteer companies.

According to the Bristol Gazette, we find preparation for war initiated before this: — "NOTICE. The inhabitants of the southerly part of Fairhaven are requested to meet at the Academy, in Fairhaven Village, on Saturday, the 8th day of August next, at 4 o'clock P. M., for the purpose of forming volunteer companies to repel invasion, and support the laws of the Country. July 31, 1812." Again we find further patriotism: — "ATTENTION. The Company of Volunteers, under my command, are hereby notified to appear in front of the Fairhaven Academy tomorrow at 3 o'clock P. M., completely armed and equipped for actual service. (Signed) J. Gleason, Jun., Captain. Fairhaven, September 11, 1812."

The "War Hawks" and the "Western Expansionists" strongly advocated the War of 1812, and on June 18th the Senate and the House of Representatives made the Declaration. The Treaty of Peace was not signed until December 14, 1814. So emphatically was New England opposed to entering the struggle, that the separation of New England on the basis of States' rights, from the Union, was suggested.

The United States was wholly unprepared, in money and man power, for the conflict. Both sides of the Acushnet felt the necessity of preparation, but received little encouragement from outside sources.

Under the date of June 24, 1814, the Mercury writes: — "PROTECTION. We are informed that application was made a few days



Old Wind Mill — Formerly near the Fort

since by the Commander of the Garrison at Fairhaven to Maj. General Dearborn for a sufficient number of United States soldiers to man the garrison. Gen. Dearborn replied that 'Men could not be spared for that object! Mr. Madison says that he cannot 'protect every man's cornfield,' and when the enemy, whose vengeance he used every effort to provoke, is ready to desolate our habitations, the men who are raised and paid by the people's money, 'cannot be spared.' No, not even twenty of them to assist his good friends in Fairhaven in repelling their attacks! Where is the army of 65,000 men whose wages and bounty we are taxed to pay?"

Then, under the date of July 1, 1814, the Mercury wrote: — "COMPARISON. Application was made to General Dearborn for a supply of grape and canister shot for the defense of the United States garrison at Fairhaven. General Dearborn directed the Commander to procure them where he could! Application was then made to Governor Strong for the same supplies for the defense of the town, and they were promptly furnished and transmitted."

Fairhaven became the seat of enlistment for defense as we note by the following: — "RECRUITING RENDEZVOUS. Capt. Peleg Barker of the Corps of Sea Fencibles, to be raised for the defense of New Bedford, informs the public that he has opened his Rendezvous at Fairhaven, where he invites all true Friends to the Country to enlist. The term of service, one year; the pay and rations, the same as in the United States' navy, to be paid monthly. Fairhaven, July 28, 1814."

And under the date of June 14th the selectmen of Wareham wrote: "Sir, Yesterday morning we were informed of the approach of the enemy, and about 11 o'clock A. M. they landed at the village called the Narrows, with a flag. There were six barges, containing two hundred and twenty men. They demanded (before the proper authorities could arrive) all the public property, and declared that, in case they were molested, every house within their reach would be consumed. We were not prepared to make any opposition, and promised not to. To prevent a violation on our part, they detained a number of men and boys as prisoners for their security, declaring that if any of their men were injured, they would be put to immediate death. Having stationed sentries back of the village, they proceeded to fire the vessels and Cotton Manufactory. Twelve vessels were fired, five of which were totally destroyed; the remainder were extinguished after the enemy departed. The Cotton Manufactory was also extinguished. Damage estimated at twenty-five thousand dollars. It

is supposed that the enemy came from the Nimrod brig and Superb 74. (Signed) Benj. Bourne, Benj. Fearing; Selectmen of Wareham."

The Civil War. — On December 20, 1860, South Carolina took the initiative toward secession. The election took place, and on the 4th of March Lincoln was inaugurated. His views were expressed. Succeeding events showed that war was inevitable.

The North, intent upon forcing the South to continue as a part of the Union, was obliged to carry on offensive and invading warfare. This required an army, and on April 15, 1861, President Lincoln called for 75,000 volunteers to serve three months only, as it was thought that the War, which lasted four years, would be a short one. Fairhaven did its part. A town meeting was called for Saturday, July 19, 1862, at 2 o'clock in the afternoon. Article 2 was, "To see what action the town will take in relation to raising the town's quota of volunteers for the War, and also what sum of money as bounty, if any, they are willing to appropriate for this object." The meeting assembled with John A. Hawes as moderator. The selectmen were instructed to offer a bounty of $100 to each person who should volunteer to make up the town's quota of troops, called for by the Government. Fairhaven's quota was 33 men. The sum of $50 was to be paid when individually mustered and $50 when the Company to which they were attached shall be mustered into the service. A recruiting office, under the direction of the selectmen, was opened at the corner of Water and Center streets, the notice being signed by B. Taber, Jr., Chairman, Selectmen. Among the first who enlisted were two men 60 and 80 years of age respectively. They were rejected.

Then a series of spirited War Meetings with forceful speakers was launched, one being held on Wednesday, August 3d. By August 15th eleven recruits had enlisted. A War Meeting was held at post office square on the morning of Monday, August 18th at which Dr. George Atwood presided. At a town meeting held on the afternoon of Saturday, August 23d, it was voted to pay a bounty of $250 to each volunteer for three years, and to those of nine months a bounty of $100 was voted. This tended to show that the opinion regarding the length of the war was changing.

A War Meeting called for Sunday, August 24th was addressed by several including Rev. John Willard who was pastor of the Congregational Church from 1855 to 1867, and Capt. Arthur Cox, the chairman. This meeting was adjourned until the afternoon of the following day, when speeches were made by William W. Crapo, John

A. Hawes, Dr. George Atwood, Rev. Mr. Willard and others. Seven men enlisted. It was hoped that the quota would be complete by August 26th. On that date, Tuesday, August 26th, a War Meeting took place with George H. Taber presiding. Speeches were made by several including Rev. Edward A. Lyon who was pastor of the Methodist church from 1861 to 1863. Another meeting was scheduled for the following day. This was followed by another at which Francis Stoddard presided. At the close of the War Meeting, held on Thursday August 28th, 23 men in all had enlisted. On Thursday, September 4th another War Meeting took place.

The Grand Send-Off. — On Monday morning, September 15, 1862, there was held an election for Company I, Third Regiment with the following result: — Barnabas Ewer, Jr., Capt.; Solomon K. Eaton of Mattapoisett, First Lieutenant; Jabez M. Lyle, Second Lieutenant. The Company at this time consisted of 90 men.

Excitement reigned. The citizens of Fairhaven provided the company a never-to-be-forgotten entertainment, which concluded after midnight. "The tables groaned beneath the weight of good things." The ladies provided a wonderful display of flowers. A Company of worthy officers and good men! This Fairhaven Company under Capt. Barnabas Ewer, Jr. took cars from Fairhaven at 9 o'clock on Monday, September 22d for Camp Hooker at Lakeville. The Company attended the Unitarian church on the morning of the preceding day, service conducted by the Rev. Courtland Y. DeNormandie, pastor from 1856 to 1869, and at the Congregational Church in the afternoon.

The members of Company I designated it by the name of The Scott Light Guards in honor of Horace Scott, Esq. who labored indefatigably in aiding recruitment.

The ladies of Oxford Village formed a Soldiers' Relief Society on Wednesday, September 3, 1862. The sum of $50 in cash was contributed besides articles of value for the object of the association.

Presentations of Swords and Belts. — On the afternoon of Wednesday, September 17, 1862, several hundred persons assembled at Phoenix Hall to witness the presentation of a regulation sword and belt to Capt. John A. Hawes by Horace Scott, in behalf of the donors, accompanied by a fitting presentation speech, and an equally fitting reply by Capt. Hawes of the New Bedford City Guards.

At 7:30 A. M. the next morning the members of the Company met at their armory on William street. Rev. Mr. Girdwood offered prayer and Capt. Hawes followed with a few remarks. Then they formed in line and were escorted to the railroad station by the New Bedford Brass Band, the Dragoons, officials of the City and an enthusiastic band of citizenry.

The Middleborough Company met them at the depot in that town and, in company with the Bridgewater Brass Band, escorted them through the village on their way to Camp Hooker.

On the morning of Monday, September 22, 1862, Capt. Ewer's Company assembled in Phoenix Hall. A sword and belt was presented by the citizens to Capt. Ewer and another to 2d Lieutenant Jabez M. Lyle. Capt. Arthur V. Cox made the presentation speech to which the recipients replied. The Company then marched to the Methodist church, in front of which brief addresses were made by Horace Scott and Elbridge G. Morton, and a prayer by Rev. Mr. Willard. Then they fell in line, marched to the depot, and the soldiers were off to the war.

Grand Jubilee in Fairhaven. — On April 2, 1865 Richmond and Petersburg fell into Northern hands. "SALUTE. A salute of one hundred guns was fired at the Clark's Point fort today (Thursday, April 6, 1865) in rejoicing over the capture of Richmond and Petersburg. Three days later Lee surrendered at Appomattox Court House, Virginia. "The bells were rung for several hours in Fairhaven."

"JUBILATION IN FAIRHAVEN. A meeting was held in Phoenix Hall last evening (April 11, 1865), for the purpose of giving the citizens of Fairhaven a public opportunity for congratulating each other on the surrender of Lee's army, and it was fully attended. Dr. Fairchild was called to the chair, and a number of vice-presidents and secretaries were appointed. Speeches were made by W. W. King of Colorado, Rev. J. Willard, Capt. Isaiah West, Capt. Arthur Cox, Rev. C. Y. DeNormandie and Dr. George Atwood. The latter offered a series of laughable resolutions which were adopted. There was plenty of singing and cheering and a good time generally."

Monument to the Soldiers and Sailors. — At the town meeting held on Monday, April 2, 1866, John A. Hawes, Dr. George Atwood, James V. Cox, Job C. Tripp and George F. Tripp were appointed a committee to consider the subject of a soldiers' monument and report at the next annual meeting. The report was made and the monument erected the following year, the committee

having charge of erecting the soldiers' monument at Riverside Cemetery being composed of Capt. John A. Hawes, Dr. George Atwood and Job C. Tripp, the first named being an ardent member of the Whig Party.

It was in 1868 that we have recorded a newspaper item to this effect: — "NOTICE. The citizens of Fairhaven are requested to meet at the Bridge Corner this afternoon (May 30, 1868) about 2 o'clock, and 'fall in' in the rear of Post No. 1 of New Bedford as it passes toward the cemetery. Those who were in the service of the United States at any time during the war are requested to 'fall in' on the right of the citizens."

The New Bedford delegation arrived at the designated point. As it reached the residence of Capt. Hawes, a halt was made and a most generous and beautiful contribution of flowers was placed in the flower carriage. Capt. Hawes lived at this time in the house near the northwest corner of Main and Bridge streets. In 1866, he advertised for sale for $2,500 his old homestead purchased by William F. Nye and now the property and home of Tilson B. Almy.

Arriving at Riverside, the members of the Post with their guests and a large concourse of citizens of Fairhaven gathered about the soldiers' and sailors' monument, then recently erected by the town authorities. A platform stood near, upon which were seated the selectmen, Rev. Dr. Quint, Capt. Hawes and others. Capt. Hawes, as chairman of the committee having in charge the erection of the monument, spoke and remarked that soon after the arrival of the remains of the first Fairhaven soldier to fall in the war, Mr. Edwin R. Almy, at a meeting of the trustees of the cemetery, moved that a suitable lot be appropriated for the burial of those who fell in defense of their Country. This was done. George F. Meacham, the architect, voluntarily exceeded his contract by adding three feet to the height of the shaft. In the town report for the year 1868—1869 we find that under "Soldiers' Monument" George F. Meacham received $1,700.

Capt. Hawes, pointing to the Monument and addressing his remarks to the chairman of the selectmen, said, "There is our report." To dedicate informally the monument they called upon Dr. Quint who closed the exercises with a dedicatory prayer.

CHAPTER XXI

Chronological Happenings

Two Hundred Fifty Years Abridged. —

1652 Old Dartmouth purchased of the Indians.

1660 John Cooke settled at Oxford.

1664 Dartmouth, including Westport, New Bedford, Fairhaven, Acushnet, incorporated.

1675 Beginning of King Philip's War.

1680 Capt. Thomas Taber, son-in-law of John Cooke, built a dwelling off North Main street.

1694 Dartmouth now owned by 56 persons; originally by 36.

1695 John Cooke, "the last surviving male Pilgrim of those who came over in the Mayflower," died.

1700 William Wood purchased of Philip Taber a large tract extending from Bread and Cheese road nearly to Washington street.

1760 Elnathan Pope sold to Noah Allen et al. the original Fairhaven territory, approximately twenty acres.

1760 William Wood sold to Elnathan Eldredge the original Oxford territory, approximately six acres.

1762 Miss Rebecca Spooner (Aunt Becky) born this year on Sconticut Neck. She lived at Oxford Village and died in her 97th year.

1765 Elnathan Pope sold to Joseph Rotch 86½ acres.

1778 Invasion of Fairhaven by the English.

1781 Shipbuilding began at Oxford.

1787 New Bedford, including Fairhaven and Acushnet, set off from Dartmouth.

1790 Meeting-house land purchased.

1792 Tide Mill built near Mill Dam.

1794 Congregational meeting-house erected.

1795 Fairhaven and Oxford villages connected by a bridge across Herring river.

1795 Main street to North street laid out.

1796 Toll bridge between New Bedford and Fairhaven authorized.
1796 Bell for meeting-house tower arrived.
1798 Academy organization effected.
1800 Academy opened for instruction.
1801 Toll bridge opened to travel.
1802 Bass Viol was introduced into the choir of the Congregational meeting house.
1803 Mill Road laid out.
1803 Swift's Block erected.
1804 Shipbuilding commenced at shipyard of Abner Pease.
1804 Construction of bridge to Crow Island authorized.
1807 Toll bridge partly destroyed, and rebuilt.
1809 Loss of sloop "Thetis."
1810 "Poverty Point" appeared in a deed; again in 1817.
1811 Eldredge lane laid out.
1811 "Grave Stones" advertised by Isaac Thompson, Jr., east end of Bedford bridge.
1812 Fairhaven, including Acushnet, incorporated.
1815 Toll bridge swept away.
1815 Part of Freetown annexed.
1817 Old Burying Ground became a public cemetery.
1820 Spring street from Adams street to Main street laid out.
1820 First post office in Fairhaven established.
1820 Population 2,733.
1822 The tax collector set aside a day to go to various parts of the town for the convenience of the tax payers.
1826 Dr. Mayhew established himself in Fairhaven Village.
1827 Fairhaven Temperance Society organized.
1828 A library established in Fairhaven.
1828 Stone schoolhouse at Oxford erected.
1830 Methodist Chapel erected on Main Street.
1831 Fairhaven Bank chartered, in March.
1831 New Book Store at the sign of the Gold Watch opened.
1831 Fairhaven Insurance Company organized.
1831 Long Plain Boarding School opened.
1831 A. P. Willcox opened a dry goods store on Middle street.

1832 Fairhaven Institution for Savings incorporated.

1832 New Bedford and Fairhaven Ferry Company incorporated.

1832 Washington and Union streets from Main to Green street laid out.

1832 Washington Street Baptist Church dedicated.

1832 William street from Spring street to the old Burying Ground laid out.

1832 Wing's Hotel opened.

1832 Warren Delano advertised Middle street residence for sale.

1832 Fairhaven Seamen's Friend Society organized.

1832 Cannon first placed at Four Corners.

1832 First fire occurred at Fairhaven, January 9th.

1833 The ferryboat "Acushnet" built in Fairhaven.

1833 Sloop boat "Helen" commenced running between New Bedford and Fairhaven as a regular ferryboat, May 6th.

1835 Candle Works at head of Middle street erected.

1835 High School for young ladies opened.

1835 Old ferryboat "Fairhaven" began service.

1836 Part of Rochester annexed.

1838 Pease School District organized.

1838 Proposals for building an engine house solicited.

1839 Fairhaven Writing Academy opened at Union Hall.

1839 Ship and Pilot Bread Bakery carried on by Jonathan Buttrick and Edwin Sanders.

1840 Henry H. Rogers born January 29th at house now numbered 39 Middle street.

1840 Log Cabin dedicated.

1841 Meeting-house, corner Center and Walnut streets, erected.

1841 William Miller predicted the end of the world.

1841 The Academy building sold to John A. Hawes, Jr.

1841 The byway extending from the present location of the rail-road tracks, on Main street to Church street considered for acceptance.

1841 Capt. William H. Whitfield rescued five stranded Japanese.

1842 The Oxford Lyceum formed.

1842 Plank walk at Mill Bridge—first instance of a sidewalk in Fairhaven.

1842 Loss of ship "Cadmus," of Fairhaven.
1842 Woodberry Cottage School conducted by Charlotte G. Gould.
1843 The Grammar School established.
1843 Town House, north of Woodside Cemetery, erected.
1843 Cotton Mill erected.
1844 Union Seminary established.
1844 Cornerstone of "Brick" church laid — mislaid.
1845 Coal sheds erected on Fish & Robinson's wharf.
1845 "Brick" church, costing $30,000, was dedicated on September 3rd.
1846 Old Congregational meeting-house advertised to be sold at auction.
1847 Loss of ship "Mamlouk."
1848 The Beacon was erected at Fort Phoenix.
1849 Rebates on personal and real estate taxes granted.
1849 The Friends' meeting-house erected.
1850 Riverside Cemetery consecrated.
1850 Population 4,304.
1850 First burial at Riverside—Mary E. Delano, aged 15 years.
1851 The Bloomerites paraded through our streets.
1852 First high school inaugurated.
1852 Dr. Isaac Fairchild became a resident physician.
1852 Twenty-two feet taken off the old Burying Ground.
1853 Phoenix Hall created.
1853 Omnibus line went into operation, November 8th.
1854 Fairhaven Branch Railroad constructed.
1854 Locomotives fitted to burn wood.
1855 Fairhaven maps printed and sold.
1855 Tax rate $5.70 per M.
1855 House and lot occupied by Seth A. Mitchell sold to Isaac Terry.
1855 Population 4,692.
1856 Charles Brigham sold his dry goods business to A. P. Willcox.
1856 Thomas W. Nye, only survivor of packet ship "John Rutledge."
1857 "Contest" arrived Saturday, October 17th.
1858 Town House destroyed by fire.

1858 Wreck of the "John Milton."
1858 Old windmill at Oxford destroyed by fire.
1858 Railroad station destroyed by fire.
1859 Watch house erected.
1859 Iron posts with kerosene lamps installed for street illumination.
1859 Delano tomb built.
1859 Tax rate $6.20.
1859 Railroad station destroyed by fire.
1859 Brick railroad station erected.
1859 Higgins Lumber Yard for sale.
1859 Beautiful iron fence, on the east and south sides of Congregational church property was erected.
1860 Fairhaven Library Association organized.
1860 Richmond's Block erected.
1860 Acushnet starts off as a separate municipality.
1860 Tax rate $8.50 per M.
1860 Old ferryboat "Fairhaven" sold.
1860 Population 3,118.
1861 Post office began a 33-year sojourn at the corner of Center and William streets.
1862 The Boston & Fairhaven Iron Works Company established.
1862 The ferryboat "Agnes" chartered to the U. S. Government.
1862 The William P. Jenney residence was sold at auction.
1863 The loss of ship "Pavilion."
1863 Land, west side of Walnut street, north of Unitarian church, purchased by Isaac Terry for $195.
1864 American Nail Machine Company purchased the Rodman property.
1864 The Boston & Fairhaven Iron Works built a spur track connecting with the Fairhaven Branch Railroad.
1864 Death of Major Ewer, June 3d.
1864 National Bank organized.
1865 Population 2,548.
1865 The "Kempton Farm" was purchased by Laura Keene.
1865 A new magazine at Fort Phoenix completed in May.
1866 Advent church dedicated.
1867 Walnut street opened to Fort street creating Morse street.

1867 Sawin mansion purchased by Weston Howland.
1867 William P. Jenney's mansion purchased by Phineas Merrihew.
1867 The Alaska's—base ball team—organized.
1867 Rev. Frederick Upham D. D. purchased the Daggett place.
1868 The soldiers' and sailors' monument dedicated at Riverside.
1868 The "Contest" steam fire engine arrived in June.
1869 Memorable gale swept away the bridge; blew down the Congregational spire.
1870 Bridge became a free bridge.
1870 Bartholomew Taber's house at Oxford destroyed by fire.
1870 Tax rate $14 per M.
1870 Milton B. Crowell purchased the former residence of Furman R. Whitwell, Jr.
1871 William N. Alden bought of the heirs of Levi Jenney the property at the northwest corner of Main and Washington streets.
1871 Silvanus Allen house, east side of Fort street, south of Church street, was sold at auction to Isaac N. Babbitt, Jr. for $1,940.
1872 The New Bedford and Fairhaven Street Railway constructed.
1872 Postmaster's salary $900.
1872 Barracks at Fort Phoenix set afire.
1872 In railroad accident, Henry Waldron and Joseph Eldredge were killed—engineer and fireman.
1872 The Proctor house was purchased by Capt. Charles C. Harris, and remained in the family until its demolition in 1932.
1872 The circus pitched its tent on Pope's Island.
1873 The ferry was discontinued.
1873 Tax rate was $15.50 per M.
1873 Laura Keene, owner of Riverside Lawn, died in November.
1874 The Concordia Lodge was constituted.
1874 Walter P. Winsor was elected Cashier of the First National Bank of New Bedford.
1875 Spelling Match in Phoenix Hall; Thomas Robinson champion.
1875 Charles H. Gifford, artist, built house on south side of Lafayette street.
1875 Reuben Fish, shipbuilder, died.
1876 The U. S. Government gave three cannon to Cambridgeport.

1876 Tax rate $16.25.
1876 Fort Phoenix abandoned.
1877 First National Bank opened in its new quarters, in March.
1878 Young Men's Debating Society organized.
1879 "The Star" first published Tuesday, February 18th.
1879 Capt. Charles C. Harris opened a boat bazaar.
1879 Tax rate $15.00 per M.
1880 The telephone system introduced.
1880 Henry H. Rogers bestows a gift upon the Unitarian Society —a handsome iron fence with appropriate lanterns at the entrance.
1880 Mary Butler succeeds Jotham Goodnow as R. R. telegrapher.
1881 Peanuts—a perfect bake—5c a quart at H. L. Card's store.
1881 Sexton's house at Riverside Cemetery erected.
1882 Fairhaven Improvement Association formed.
1882 The old cannon placed (second time) at the Four Corners.
1882 Mr. Rogers purchased land for Rogers School.
1882 Whale, 42 feet long, on exhibition at Kelley's wharf.
1882 Stone addition was erected on American Tack Works property.
1882 Joseph B. Peck purchased the meat market of Joseph Millett.
1882 The brick sidewalk about Phoenix Block removed.
1882 Tax rate $14.50 per M.
1882 Cooper shops burned in October.
1882 Horse car turnout on Main street, south of Washington.
1883 A small, one-story building was moved from Middle street to become the home of "The Fairhaven Star"—70 Main street.
1883 Buttrick's bakery taken down; re-erected on Kelley's wharf.
1883 Improvement Association erects six bath houses at foot of Pease street.
1883 Tax rate $15.50.
1883 Lectures at Phoenix Hall by Dr. B. F. Beardsley.
1883 Marble works of E. G. Spooner erected on north side of Bridge street at head of Privilege street.
1883 Hands of town clock set back sixteen minutes.
1884 Mr. Rogers bought estate corner of Fort and Cedar streets.
1884 Yacht Periwinkle, Capt. Gilbert Comstock, in the harbor.
1884 Belva Lockwood batallion paraded, November 6th.

1884 The selectmen have instructed the constables to prohibit the sale of refreshments at the Fort on Sundays.
1885 Rogers School dedicated on September 3d; opened September 7th.
1885 The Library Association removed to brick Bank building.
1885 Four graduates at the High School.
1885 Population 2,880.
1886 Street Railway tracks were extended to Fort Phoenix and to Riverside Cemetery.
1886 "Climbing Up Phoenix Hall Stairs" in "Star" of February 7th.
1887 The Fairhaven Star printed by steam power.
1887 Conflagration at the Fairhaven Iron Foundry.
1887 Shoe Factory erected.
1887 The High School was held for two terms in Rogers School.
1887 Horse car turnout on Mill Bridge.
1888 Fairhaven Water Company incorporated.
1888 Fairhaven maps of 1855 discovered in town clerk's room.
1888 Dr. George Atwood, president Library Association since 1860, died.
1888 Rogers School Hall dedicated, February 7th.
1889 The Australian voting system was employed.
1889 Construction began on Bauldry's stable.
1889 Houses lighted by electricity.
1889 Three graduates at the High School.
1889 George H. Tripp purchased the Peleg Gifford house.
1889 Thomas S. Dahl becomes business partner of E. M. Dean.
1890 The office of Supt. of Streets created.
1890 "Milk. Five cents a quart, at house, Laurel street. N. S. Taber."
1890 Marine Railway established south of Handy's wharf.
1890 Linden Park purchased from Hawes' estate.
1890 Population 2,906
1890 The Coggeshall Street bridge opened to travel on September 22d.
1891 Cornerstone of The Millicent Library laid.
1891 Herman H. Hathaway's paint shop erected over the Mill Pond.
1891 Green street from Spring street to Bridge street laid out.

1891 Atlas Tack Corporation formed.
1892 Coggeshall Street bridge completed.
1892 Cornerstone of Town Hall building laid.
1892 "Contest" engine house moved from Walnut street to Main street; then, in 1894, to Spring street.
1892 Four hundred skaters on the Mill Pond, December 28th.
1893 The flagging in front of Town Hall removed.
1893 Fairhaven Water Company began construction.
1893 The foundry removed to Granite wharf.
1893 Uncle Ned passed away.
1894 Glass Factory moved to Fairhaven.
1894 Mr. Rogers' summer home burned.
1894 .Two graduates at the High School.
1894 Enrollment at High School 40.
1894 Alms House erected.
1895 Electric cars entered Fairhaven.
1895 Burial Hill graded, and monument erected, a memorial to John Cooke.
1896 Old candle works, head of Middle street, demolished.
1896 Congregational sheds destroyed by fire; two horses perish.
1896 Lewis L. Sawin sells bakery to Edward M. Dunn.
1896 New ferryboat "Fairhaven" was launched in February. Made first trip on February 24th.
1897 First Episcopal service, in Fairhaven, held on Sunday, July 18th.
1898 Fire alarm system installed.
1899 Fire at Forrest and Long's store at 71 Main street.
1899 Fred L. Breed opened pharmacy at 58 Main street in July.
1900 The bath houses of the Improvement Association moved from Pease street to Fort Phoenix.
1900 The gambrel-roofed house on northwest corner of Main and Center streets demolished to make way for Masonic Block.
1900 The selectmen of Fairhaven ordered the constables to "arrest everyone seen riding on the sidewalks."
1901 Rural Free Delivery began, September 2d.
1901 Masonic building presented to the Free Masons by Henry H. Rogers.
1901 Water tower collapsed in November.
1902 Old Unitarian church building goes to the town — remodelled for schoolhouse.

CHAPTER XXII

Birthplace of Henry H. Rogers

It has been quite a jolt to many to have it said that Fairhaven was not the birthplace of Henry Huttleston Rogers, especially since the most of us would at any time be ready to take an oath that he was a native son. Let us present for future reference the statements of some of the believers of his Fairhaven nativity. I. In "A Brief History of the Town of Fairhaven," Chapter V, page 95, Mr. George H. Tripp whose topic was "Educational History," wrote as follows: — "The schools of Fairhaven received a fresh inspiration, and all educational interests were quickened into new and lasting activities by the erection in 1885 of the Rogers School building, a gift to the town of his birth by Mr. Henry H. Rogers." Mr. Tripp was born in the year 1853. The History was written in the year 1903. Mr. Tripp therefore, was 50 years of age at the time he made that statement. Henry Rogers was 13 years of age at the time of Mr. Tripp's birth. It is evident that Mr. Tripp, through youth and middle age, accepted as an established fact the general impression that Fairhaven was Mr. Rogers' birthplace.

II. Leonard Bolles Ellis stated in his "History of New Bedford and Its Vicinity," page 394, published in 1892: "Henry Huddleston Rogers was born in Fairhaven, January 29, 1840." Mr. Ellis compiled the genealogy of the Rogers' family in 1891, which gives him the standing of an authority in making this statement.

III. In "A Brief History of the Town of Fairhaven," Chapter III, page 48, Mr. Lewis S. Judd, Jr. whose topic was "Religious History," stated in reference to the Memorial Church: "A loving memorial to an honored parent, from one who has evidenced in such distinguished ways his regard for his native town." Mr. Judd's father was born in 1827, 13 years before the birth of Henry Rogers. Mr. Judd, Jr. had never questioned the birthplace of Mr. Rogers. (Lewis S. Judd, Jr. died in March 1928. His father died in April 1898.)

IV. The Bristol County Journal, writing in reference to the iron fence which Mr. Rogers gave to the Unitarian Society in 1880, stated, "It is the gift of Henry H. Rogers who is a native of this town." This statement may be found in THE FAIRHAVEN

STAR of Saturday, February 21, 1880. For at least 40 years, therefore, the birthplace of Mr. Rogers had been recorded as Fairhaven.

V. A pamphlet of 62 pages, commemorative of the 250th anniversary of the settlement of Dartmouth as a town, was published in 1914. On page 60 we find: "Mr. H. H. Rogers, a native and lover of Fairhaven, has added one gift after another, from the Rogers School in 1885, to the Millicent Library in 1893, to the beautiful Town Hall in 1894, and in 1901 presented the Masons with their building."

VI. In a copy of THE FAIRHAVEN STAR of February 1, 1894, which we have had in our possession since the date of issue, we find this assertion, among other statements, making up a description of the Rogers School: "The generous donation of this building to the town on July 7, 1885 was prompted by Mr. Rogers' wish to promote the education of the youth of his native town, and furnish an enduring token of his interest in the welfare of its inhabitants." The publisher and editor of the STAR, Charles Dean Waldron, (A publisher and editor hears and sifts everything) apparently never had a question as to the place of birth of Mr. Rogers.

VII. In "History of Fairhaven," by Miss Ruth L. Brockle-bank, teacher of History at the Rogers School, 1920-1923, stated in her mimeographed material of 35 pages, on page 24, under the title of "A Tribute to Mr. Henry Huttleston Rogers:" "His interest in his native town has been shown in other practical ways." On page 23, in addition to a remark about his deeds of charity she remarked, "To his native town he was most generous of all."

VIII. On page 25 of this pamphlet a Grammar school pupil, Norma G. Weeks, who composed and read the tribute to Mr. Rogers, in connection with a pageant held on the lawn of the Rogers School on June 15, 1921, began her essay with these words:—"Henry Huttleston Rogers was born in Fairhaven." This material, it should be remembered, was corrected and offered to the public by the History Department of our public schools.

IX. In The Daily Mercury of January 26, 1883 we find this:—"The people of Fairhaven are under more than the usual obligation to Henry H. Rogers who is to be congratulated on the proposed interest he feels in this, his native town." This was before the erection of the Rogers School. It was in November, 1882 that Mr. Rogers purchased the tract of land east of the foundry.

X. In "History of Bristol County, Massachusetts, published in 1883 compiled under the supervision of D. Hamilton Hurd, we

find this statement on page 279:—"Henry Huttleston Rogers was born in Fairhaven, Mass., January 29, 1840."

XI. After the erection of the Rogers School on Center street, the town, at a special meeting held in Phoenix Hall on July 7, 1885, voted that a tablet be placed in the building. It was also voted to accept the wording of the tablet as moved by Hon. Weston Howland. This wording was evidently not quite acceptable to a few of the town fathers so the placement of the tablet was delayed nearly two years, until Tuesday, March 8, 1887. Now it is a safe conjecture that Mr. Henry H. Rogers, in the meantime, was consulted as to the wording. At any rate, the writer who was a pupil of the school at the time the tablet was placed in position and who had copied the wording in 1938, surmising that since so many choice pictures and mottoes had disappeared from the walls of the rooms since construction of the building, that the tablet, too, might have taken flight, made another inspection on Friday, October 6th of the following year, finding the inscription:—"This tablet placed here by the citizens of Fairhaven commemorates the noble and enlightened liberality of Henry Huttleston Rogers who erected this building and presented it with the land upon which it stands to his native town of Fairhaven, July 7th A. D. 1885."

XII. The dedication of the Rogers School took place on September 3, 1885 at which Mr. Rogers made an address. At its conclusion he directed his words to those who as pupils would in part become the custodians of the property. These words were:—"My young Friends:—"I wanted to do something which would fittingly express my gratitude and the fondness I have for my birthplace with its time-honored family associations."

XIII. Franklyn Howland, author of "History of Acushnet" stated on page 135, in substance, the following:—"In July 1903, after Acushnet voted to build an addition to the Parting Ways school building, Henry H. Rogers, a native of Fairhaven, donated $5,000 to complete the construction."

XIV. In "Little Journeys," Volume 25, Elbert Hubbard wrote: "He (Henry Huddleston Rogers) was born at the village of Fairhaven, Massachusetts in the year eighteen hundred and forty."

CHAPTER XXIII

Graduations and Prize Speaking

Class of 1870. — The high school, which resulted from the action of the town meetings, served the community satisfactorily. Let us note the appreciation of our high school which existed about seventy-seven years ago as given to us by the Evening Standard:— "THE EXHIBITION OF THE FAIRHAVEN HIGH SCHOOL, last evening (Friday, May 25, 1870), was in every way a success. The large and attentive audience, the high order of talent displayed by the speakers and readers, the maturity of thought in the essays of the graduating class, and the fine music, reflect great credit upon the teachers, pupils, and patrons of the school. The prizes for excellence in declamation and readings were awarded, first to A. B. Collins; second to Frank Burgess; and the third to Clara B. Alden, all members of the fourth class. Several others really deserved a prize. The 'Rival Poets' took down the house. We were surprised to learn that Louis Morse, who so ably sustained his part, was a few years ago a slave in Virginia. In twelve terms he has worked himself from the primer in the primary, to the second class in the high school. After the exhibition, the students made a present of Worcester's Unabridged Dictionary and a copy of Shakespeare's works to the popular and successful assistant teacher, Miss M. E. Minter, who now closes her connection with this school. Much credit is due the new principal, Mr. H. C. Crane for the increased efficiency and order of the school."

Let us see what the colored boy was doing along the educational line a year before this time: — "A SCHOLAR. A colored boy about 16 years of age, who was brought from Virginia by Lieut. James N. Cox of Fairhaven in 1865, and has lived in the family of Capt. James V. Cox since, has evinced studious habits worthy of mention. He did not know the alphabet when he arrived in Fairhaven, but was soon taught it by a child, and in December 1865, entered the primary school. This week he has passed a very creditable examination, and has been admitted to the High School. Thursday, April 15, 1869."

Class of 1873. — Let us read about the graduation exercises which took place on Tuesday, March 25, 1873, twenty-one years after the building opened its doors as was reported by E. I. B.

"To the Editor of the Standard, "Render unto Caesar the things that are Caesar's, unto God the things that are God's.' Having taken the liberty through your columns of seeking information concerning church matters in our little town, I now write to give a little information concerning our High School, and right justly proud was I to have been there on Tuesday afternoon, March 25, 1873. It has been my good fortune to have attended the closing exercises of many schools, of various grades and conditions, but never have I been present where everything pertaining to school life and discipline reflected such admirable credit upon the principal and assistants as in this instance. And, Mr. Editor, he and they rule by love rather than fear, and the fruits of it were seen and felt that day by those assembled in the old Fairhaven High School, a building neither ambitious nor pretentious in external appearance, though a few coats of paint would work wonders with that, a building not possessed of all modern appliances in schoolroom furniture, but over one of the windows hung the motto, 'Upward and Onward,' and the school committee may see fit to adopt it as their motto in the matter of school improvement. Neither is there anything remarkably picturesque, romantic or poetical, but still it is the old Fairhaven High School, and within its walls on that day were gathered quite a congregation of townsmen and townswomen, and those, too, who by and by will fill the places made vacant by the changes time will bring to every community.

The ceremonies were opened by several charming, little selections by Mr. Hill's orchestra, of New Bedford, after which Mr. Nichols made appropriate remarks introductory to the essays.

To Master F. Dunham belongs much praise as his was an exceedingly embarrassing position, that of breaking the ice, and opening the ball for the other graduates. His 'Influence' was felt to be truth, and his words carried weight with them, and he did honor to his instructor, classmates and himself.

With a degree of self-possession quite remarkable, Miss L. Tappan gave her ideas of 'Mental Effort,' and quite sure were her hearers that she believed, as she said, 'that every mind has its own peculiar way of viewing a question,' and, if I mistake not, she will live it.

Next in order, Miss Clara Alden, in well-chosen and poetical phraseology assured us that 'every cloud has a silver lining.' Miss Lilly Clark chose for her subject 'Our Future,' conveying the idea that we make our own future, and that with ourselves rested the

responsibility of being and doing honor to our manhood or womanhood.

Miss Emma Alden very ably treated her subject, 'Things that Cost Nothing,' and in a few questions she gave us older ones, rather confused us in mathematical exchange, for example,

"Tell me in dollars and cents your loss for the magnificence of the early hour, the beauty of the landscape sparkling with dew or lovely in the hush of evening.'

Appropriately 'Contentment' followed, by Miss Waldron, and she poured oil on the troubled waters of our hearts. From the windows of the schoolroom, mayhap, Miss N. Ellis derived her inspiration to treat upon 'The Beauties of Nature,' looking out as they do on the beautiful harbor of New Bedford, one of the most exquisitely lovely in the country, and though so wholly unappreciated by uneducated eyes who look upon it daily.

Miss H. Tinkham seemed keenly to realize the severing of ties that for four years have bound the class in bonds of sympathy and love. Her text was 'Perseverance.' Miss E. Howard said, to use a western phrase, some stunning things regarding poetry.

Sara, the prophetess, followed, second in the prophetic line of the family of Delano. She kindly prophesied the future of her classmates, and following out the womanly instincts of her nature, married them all, save one, and she, to vary the programme of everyday women aspirations, dared live on in single blessedness, possessing sufficient moral courage to live down the stigma of 'old maid.'

Last, though not least the valedictory was delivered by Master Bertie Collins in a good, solid, substantial manner, full of suggestions for old and young.

Miss Clara Alden gave an exceedingly fine dramatic recitation of the 'Polish Boy.' The principal then presented the young ladies with their diplomas. The principal then called upon Hon. John A. Hawes who responded. Mr. F. W. Tappan was then requested to lend the music of his voice on this occasion, and very pleasantly he replied.

The motto was 'The end crowns the beginning.' The exercises of the day closed by an entertainment given by the graduating class to their friends in the charming little reception hall of Capt. Hawes who very kindly and generously tendered its use for the evening. (Signed) E. I. B."

The Class of 1877. — A class which graduated seventy years ago consisted of eighteen members. Their full names follow:— Charles Edward Alden, Mauritia Annie Babcock, Myra Armington Barney, Mary Alice Butler, Alice Claire Butman, Emma Louise Church, Henry Alden Delano, Sarah Lewis Ewer, Sarah Elizabeth Fairchild, Carrie Howe Howard, Emma Maxwell Jenney, Edgar Webster Marston, Anna Barstow Robinson, Clara Almy Shaw, Charlotte Holt Stetson, Olive Grey Stetson, Edwina Arlett Stowell, Julia Etta Bradford Swift. The Standard gives us this information: —"The school is very large for a town of the size of Fairhaven. The average attendance the past year having been ninety-six while the population of the town in 1875 was 2,768. In the same proportion there would be nearly a thousand scholars in the New Bedford high school" The same paper tells us the following:— "FAIRHAVEN HIGH SCHOOL. The exercises of the graduating class of the Fairhaven high school took place in Phoenix Hall last evening (Wednesday, February 28, 1877). The Programme consisted of original essays and orations, interspersed with vocal and instrumental music by the school, and occupied about two hours in performance. The class acquitted themselves in a manner which must have been exceedingly gratifying to their parents and friends. The hall was densely crowded in a few moments after the opening of the doors, and hundreds went away unable to gain admission even to the stairway. Among those who had to 'give it up' was a prominent member of the school committee and as nobody seemed to have suggested a ladder from the outside, he was thus deprived of the ornamental rights of his office. It was impossible to keep perfect silence in a hall so closely packed but the voice of the persistent Professor, assisted by the arm of the law, succeeded in obtaining that degree of quiet necessary to insure audible rendering of the parts. At the close of the exercises, the chairman of the school committee presented the diplomas to the members of the class in a speech which was doubtless interesting, but could not be sufficiently heard to be reported. After singing the class song, composed by Emma Church, benediction was pronounced and the audience dispersed."

Class of 1878. — About a quarter of a century after the establishment of the Fairhaven High School in the former Methodist Chapel, a graduation with the annual exhibition, took place in Phoenix Hall. This was at 2½ o'clock P. M., on February 8, 1878. The schools in town were closed several weeks earlier than

usual, the appropriation made at the annual town meeting in 1877, having been exhausted. The members of this high school graduating class were:—Eben Lloyd Akin, Bessie Louise Allen, Elizabeth Mackie Allen, Otis Bradford Bryant, Alice May Delano, Emma Trafton Delano, Elizabeth Stevens Delano, Emma Lothrop Dunham, Ella Clifton Nye, Lizzie Byron Pratt, Addie Sumner Taber, John Huttlestone Taber.

The program of the high school exhibition was as follows:—Piano trio: Misses Taber, Pratt and A. Delano; Essay: Friendship, Bessie Allen; Oration: Our National Wealth, Otis Bryant; Essay: Recollections, Emma Dunham; Essay: Conversation, Lizzie Allen; Piano Duet: Misses E. Delano and Pratt; Oration: The Waning Crescent, John Taber; Essay: Human Faces, Addie Taber; Reading: Emma Dunham; Essay: Nature, Lizzie Delano; Piano Solo: Addie Taber; Essay: Sisters of Charity, Lizzie Pratt; Oration: Warfare, Lloyd Akin; Essay: Scraps, Alice Delano; Piano Duet: Misses Taber and Pratt; Essay: Syllables, Emma Delano; Reading: Bessie Allen; Essay with Valedictory: Nowadays, Ella Nye. Then the diplomas were presented by Charles H. Morton, secretary of the school committee, followed by the class song.

The next day the Standard related:—"The high school exhibition in Phoenix Hall, yesterday afternoon (Friday, February 8, 1878) was crowded, and many people went away without getting inside the door. The graduates partook of a class supper at the home of their classmate, Miss Alice, daughter of Moses H. Delano, Esq. At the same place, in the evening, there was a very enjoyable fancy dress party complimentary to the elder daughter of Mr. Delano, the popular and accomplished first assistant in the high school."

Miss Annie H. Delano afterwards became principal of the high school at Mattapoisett. She succeeded Miss Amanda F. Sears as Principal of the Rogers School in 1887. Mrs. Manter afterwards taught school for several years in North Attleboro. She died on June 11, 1941, aged 89.

Exercises of 1886 *and* 1887. — HIGH SCHOOL PRIZE SPEAKING. A large audience assembled in the third story of the Rogers School yesterday afternoon (Friday, July 2, 1886) to listen to declamations by four members from each class in the high school, for a first and second prize offered by the principal. The prizes were the works of Shakespeare and Sir Walter Scott. The titles of the recitations follow:—American Battle Flags, William

M. Allen; The Indian Girl, Annie M. Thompson; The Schoolmaster's Visitors, Minnie L Westgate; The Soldier's Reprieve, George B. Luther; The Rising in 1776, Lizzie G. Mackie; The Widow's Light, Grace P. Burgess; The Patriots and the Traitor, James W. Hammond; Massachusetts and South Carolina, Norman M. Paull; Sister and I, Jeannie C. King; Impeachments of Hastings, Frank R. Barrows; Eulogy on Lincoln, Augustus P. Reccord; Launching of the Ship, Frank S. Alden; Jane Conquest, Lizzie Beetle; The Widow of Glencoe, Lula H. Loomis; Angels of Buena Vista, Grace B. Gifford; Curfew Must not Ring Tonight, Mattie L. Norris.

The first prize was awarded to Augustus P. Reccord and the second to Lizzie Beetle. Honorable mention was made of Lizzie Mackie, Frank Alden, Grace Burgess, Mattie Norris, Norman Paull. The Committee on awards were Rev. J. M. Leighton, Rev. W. F. Davis, Col. George L. Montague, Mrs. J. M. Leighton, Miss Annie Delano."

On Friday, March 25, 1887 another school event took place. The exercises at the High School with Mr. Z. Willis Kemp as Principal, consisted of original essays dealing with the various subjects in the school curriculum, together with recitations and music. Among the essays were the following:—"Civil Government," Sumner W. Mackie; "Chemistry," Lizzie Mackie; "Commercial Arithmetic," Willie E. Alton; "Latin," George E. Ellis; "Astronomy," Augustus P. Reccord; "Trigonometry," with demonstration, Norman M. Paull; "Algebra," with demonstration, George B. Luther. Recitations were rendered by Mattie L. Norris and Annie Thompson.

Classes of 1888—*Grammar and High.* — Nearly 60 years ago, on Friday, June 29, 1888, the pupils of the graduating class of the Rogers School, consisting of 23 members, nine girls and fourteen boys, presented their teacher, Miss Annie H. Delano, with a handsome vase. Master Albert L. Braley made the presentation speech. (Albert was the son of Capt. Loring Braley who was married to Miss Bessie B. Whiting on October 29, 1868.) The closing exercises were held in the morning. The graduates were as follows: Amy B. Lavare, Adeline L. Bates, Albert L. Braley, Arthur I. Reccord, Alice M. Tallman, Bertha M. Damon, B. Franklin Tappan, Charles A. Harris, Charles H. Burgess, Clara F. Hathaway, Caroline A. Jenkins, Clarence A. Terry, George P. Taber, George E. Briggs, Henry W. Taber, James G. Card, John M. Hillman, Martha H. Wilbor, Mabel L. Potter, Mary R. Babbitt, Russell Hathaway, Jr.,

Seth J. Besse, William B. Studley. The class motto was "Push Your Pound."

This was the year when the school committee decided to dispense with formal graduation from the Rogers School. Previous to the day of graduation, the members of the class were entertained at the home of Miss Mattie Wilbor on Bridge street, on Friday evening, June 15, 1888.

At the high school nearly 60 years ago, (1888) the graduating parts were assigned as follows: Valedictorian, Ethel L. Warren; Salutatorian, Lizzie G. Mackie; Prophetess, May B. Hathaway; Historian, Alice P. Coggeshall; English Essay, Lulu H. Loomis: Emily P. Allen and Helen B. Copeland were also members of this class. The age of the oldest member was 20 years, 11 months, 6 days; that of the youngest was 18 years, 1 month, 17 days. The average age was 18 years, 11 months, 21 days.

CHAPTER XXIV

Celebrations

Celebration of 1812. — Fourth of July has been celebrated by the inhabitants of Fairhaven since its incorporation on February 22, 1812. Near the bridge, (the present one, built in 1828) at the Head-of-the-River, a dinner was served at Amos Pratt's tavern, previous to which patriotic exercises were held at the Meeting House in celebration of Fairhaven's first Fourth, and its incorporation as a town earlier in that year.

Celebration of 1813. — Below we present a description of the second Fourth of July celebration as forwarded to The Daily Mercury in the form of an anonymous communication, under the date of June 29, 1858.

"Dear Editor, The morning of July 4, 1813 was one of intense anxiety as well as of interest to a large portion of our townsmen. The anxious votaries of the Fourth seemed impatient from the first instant that marked the demise of the old and ushered in the new day. Accordingly, at midnight, our old and only bell whose notes had stirred the blood of veterans of an earlier and more sanguinary war, broke in with sonorous peals on the calm, consecrated hour of midnight, and as ominous of coming events, no more sleep for the night proved our allotment. At early dawn, the roar of cannon and the crack of musketry occupied the interval until within a few minutes of sunrise, when a full salute from the old battery at Fort Point (rebuilt on the site of that of 1776) and the simultaneous display of the national flag closed the morning ceremonials. The calm character of the morning seemed to soothe the rather subsiding elements of the mind, which as a general feature was intensely excited. The various flags hung idly at their several posts, and it was not until late in the morning that a breeze sprang up of sufficient force to develop their true character and position; when, lo! to the consternation of all, and to the no trivial discomfiture of the War party, the flags of three ships were observed, hoisted half-mast. This new and unlooked-for exigency called for the most prompt and decisive action. The leading men of that day who sustained the administration, felt that the act was, most unmistakably an insult. They felt it individually; they felt it nationally,

and it was most apparent that the intensity of feeling was up to its white-heat of excitement and that the issue would be most apparent, unless conciliatory measures were at once adopted. To this intent, an interview was had with the commanding officer at the Fort, and it was decided that the owners of ships be directed to hoist their flags mast-head high, or strike them altogether; else to abide the consequences. Stephen Merrihew drafted the document, embodying the sentiment above, and Robert Taber was the bearer of the despatch. The mission was successful, and the flags were taken down within the limits of the time set, and order, tranquillity and joy returned. The great field tent was reared, and roast lamb, green peas and cherry puddings, with 'mirth and wine,' did abound. Such, in Fairhaven, was the 4th of July 1813."

Celebration of 1821. — On July 4, 1821, the day was celebrated at Fairhaven. As a part of the program, an oration was delivered by William Bates, Esq., and a large number of citizens partook of a public dinner. This oration, in printed form, was for sale at the leading bookstores.

Celebration of 1823. — We have described the celebration of the Fourth of July of 1813. Ten years later Fairhaven was as enthusiastic as ever. The Mercury gives us the story of the celebration of 1823, as follows:—"In Fairhaven the approach of day was announced by a salute of 24 guns; which was repeated at noon. About 12 o'clock, a procession formed at Mr. Dabney's Hotel, and proceeded to the meeting house, escorted by the New Bedford Light Infantry Company under the command of Lieut. Washburn. The services commenced by singing from a full choir. After a prayer, the Rev. Mr. Gould delivered an able and pertinent discourse from Luke VII-5, 'For he loveth our nation, and he hath built us a synagogue.' The procession again formed and proceeded to the Green where a large company partook of a dinner provided by the committee of the Day. After the cloth was removed, the Declaration of Independence was read by Charles H. Warren, Esq., and the following Toasts were given:—1st. 'The ever memorable 4th of July 1776—May the monument of that day remain unsullied, until the earth shall be swept away by hand of time.' 2d. 'The United States —May they ever remain as they were declared to be in 1776, free, sovereign, and independent.' 3d. 'The President of the United States.' 4th. 'The Governor of Massachusetts.' 5th. 'The Union of the States—the pillar of our independence—may it be perpetual.' 6th. 'The memory of those who fell in defense of our freedom—may

their honor live with the blessing their valor purchased.' 7th. 'The memory of our beloved Washington.' 8th. 'The pursuit of Industry —Manufactures, Commerce and Agriculture.' 9th. 'The true American Spirit in which party feelings are buried in common interest.' 10th. 'The right of Universal suffrage—May it ever remain inviolate from the foul touch of aristocracy and unaffected by the influence of office.' 11th. 'John Quincy Adams—The virtuous and enlightened Statesman—may he be our next President.' 12th. 'Spain—May the invaders of its soil meet with defeat and disgrace in their efforts to destroy the seeds of liberty.' 13th. 'The American Fair.' Volunteers. By Eli Haskell, Esq., President of the day—'Education, the surest safeguard of Republican principles.' By Capt. Luther Wilson, Vice-President,—'The citizens of Fairhaven—May the uniting which prevails among them this day, be perpetual.' By Captain William Gordon, 'The Constitution of the United States—May it be the center of our laws, and the circumference of our liberties.' By Lieut. Washburn, of the New Bedford Light Infantry, 'The citizens of Fairhaven — May their prosperity equal their hospitality.' By Levi Jenney, Esq., 'The tree of Liberty—May its branches extend over the habitable world, and all nations partake of its fruits.' By Dr. Southworth, 'The village of Fairhaven early consecrated to liberty by the inglorious flight from its soil of British mercenaries before the sons of freedom.' By Mr. William LeBaron, 'The exports of the United States—And may her enemies be the first.' By William E. P. Rogers, 'The Fair Sex of Fairhaven—May their virtues ever equal their beauty.'" Such was the celebration of the Fourth of July in Fairhaven in 1823.

Celebration of 1857. — Ninety years ago, that is, in 1857, events were happening, that the present generation, I am sure, would like to have duplicated, if they have the enthusiasm of the left-overs of past generations. It was the lively celebration of the Fourth of July of that year. We read in the newspapers of the day: "Camp Scott, upon Pope's Island, is nearly ready for the reception of the Military. All the tents were pitched last night (Thursday, July 2d) under the efficient direction of Col. T. Ingraham. They consist of 64 tents for private soldiers, 13 tents for noncommissioned officers, and five marquees for Company officers, all the property of the Commonwealth, besides which there are seven marquees belonging to the New Bedford City Guards. The mammoth dinner tent, hired for the occasion from Boston, is 110 x 80 feet, and will seat at least 600 persons."

The tollkeeper at the Fairhaven bridge stated that from Friday evening to Monday evening about 20,000 persons passed through the gate to visit Camp Scott. Tolls were received from 16,000 persons.

An intensely exciting whaleboat race took place, from the bridge down the harbor, by the east passage around Palmer's Island, a course of two and three quarters miles. A procession was on the program, in which the firemen and societies in general participated. The paramount event was the balloon ascension, so eagerly awaited by both young and old.

In our youth, we witnessed the beautiful sight of the incoming and outgoing yacht squadrons, but in this year of which we speak, the great, gala day was August 13th. It was then that the Regatta of the New York Yacht Squadron took place, the most brilliant and successful affair, it was pronounced, ever witnessed in our waters. About 8 o'clock the yachts weighed anchor. The Island Home, having the Nantucket Brass Band on board and about 275 passengers, arrived at a quarter past nine and sailed down to the starting point, followed or accompanied by a numerous fleet of vessels of all kinds. The Eagle's Wing which was crowded with passengers, left the wharf at a quarter past ten, followed by the Island Home, the Ferryboat Union, and the Brig Galveston in tow of the Spray. The description continues:—"As we went down the harbor a most beautiful spectacle was presented by the yacht fleet at anchor, with all sail set, below Palmer's Island. Several hundred carriages were lined up on the Point Road. The wind was fresh and the water rough. Off they started for the goal. Boats and the waterfront, in contradistinction to vehicles and the crowded thoroughfares, were the attractions of former days.

Celebration of 1858. — Here we have a partial account concerning the celebration of the Fourth of July 1858. Money was raised by subscription to pay for the ringing of the bells of the various church buildings, at sunrise, at noon and at sundown. The bells sounded at those three periods. Moreover, at Wood's Grove, about a half mile from Fairhaven Village, the Contest Engine Company, Number 3, held a picnic, attended by invited guests to the number of several hundred. Among other exercises, Dr. Atwood read a poem written for the occasion.

Celebration of 1861. — "CELEBRATION IN FAIRHAVEN. The anniversary of Washington's birthday was celebrated in Fairhaven village yesterday, Friday, February 22, 1861, in an appropriate

manner. At 12 M. the bells were rung, and at 4 p. m. a National salute was fired from the Fort. A meeting was held in the evening at Phoenix Hall which was crowded to suffocation. The hall was decorated with the portrait of Washington, and our national flag with thirty-four stars. Horace Scott, Esq. called the meeting to order, and presented the following list for officers of the meeting, which was enthusiastically adopted. For President, William G. Soule; Vice-Presidents, Elbridge G. Morton, George Atwood, E. R. Sawin, B. Ewer, Jr., George F. Tripp, James V. Cox, William Irish, Lemuel Akin, Noah Stoddard, George H. Taber, James Tripp, 2d., John S. Taber; Secretaries, Job C. Tripp, Seth H. Keith." Rev. J. B. Willard offered prayer. Then followed an address by the President. Music was interspersed throughout the program. Horace Scott read Washington's Farewell Address. At the close of the public meeting, a levee was held at the house of Horace Scott, Esq. where a delighted company exchanged congratulations and were most hospitably entertained by the accomplished and liberal host and hostess until the small hours crept stealthily on when they separated, every person repaired to his home highly gratified with all the exercises of the occasion.

Celebration of 1876. — When the oldest citizens were in their youth, circus tents were pitched on Pope's Island. The three performance rings, the circumferences of which were made of sod, could be seen from season to season. Mr. Enos F. Joseph, alias Enos Joseph Frates, was agent for Barnum & Bailey's circus in 1887. In September, 1875, fire destroyed the property of Mr. Enos Joseph and the Standard carried the following:—"STEAM POWER. We are informed that at the fire in Fairhaven, yesterday, the steam fire engine after exhausting one water supply, was moved to another by the aid of a yoke of oxen. September 18, 1875." The lads of that day did not forget the episode, and on the following Fourth of July, the authorities were reminded of their lack of foresight, as we shall read: — "THE FOURTH IN FAIRHAVEN. (Tuesday, 1876) The Fourth was celebrated, in Fairhaven, in a very pompous manner, it being ushered in by the small boys in the shape of crackers, etc. The event of the day took place soon after. At 5 o'clock a company of antiques and horribles, or rather a company of fun provokers, to the number of about sixty, paraded the town in all sorts of make-ups, such as were seldom, if ever, heard of before. The procession was joined by a tin band from New Bedford, twenty-four pieces, drawn in Charles Gray's large wagon, but as

the musicians were somewhat exhausted from previous efforts, they retired from the field at an early hour.

Among the most noticeable features of the procession was a fire engine, painted red, drawn by the identical bulls which did so nobly at a recent fire there a short time since; it was a good reminder of that occasion. It was a representation of the manner in which that fire was so promptly attended to. Upon the sides of the engine, painted in large white letters:—'FAIRHAVEN No. 100;' the foreman of the company carried a sword of huge dimensions.

Another caricature which excited considerable attention was that of an old tumble-down, covered carriage which had probably seen considerable service, as also had the horse, bearing the words:—'SLACK MEN OF FAIRHAVEN, FALL IN,' 'FAIRHAVEN POLICE ON DUTY AGAIN.' An old carriage, design of '76,' in which were drawn the Mayor of Fairhaven and his wife, and the orator of the day. Theophilus Skemmerhorn, drew from the excited crowd continued applause.

At the Four Corners, the 'Declipendence of Indignation' was read. The Fairhaven Artillery, bearing a large tin cannon with all the necessary equipments for war, was another good feature. During the reading of the 'Declipendence of Indignation,' a son of Obed Eldridge was considerably bruised by a horse belonging to one of the marshals of the procession, the animal backing and throwing him off on a street horse (used to prevent carriage passing) upon a pile of stones."

Celebration of 1877. — The exuberance of youth in days of yore was always manifested on the Fourth of July. Concerning the Fourth, in 1877, we quote The Daily Evening Standard: "The young men resolved that Independence Day should not pass without a fitting observance, and a procession of Antiques and Horribles, early in the morning, was supplemented later in the day by a Firemen's procession and a grand clambake.

The Antiques and Horribles, under the marshalship of Mr. Thomas Taber, assisted by several aids, all mounted, rendezvoused on Union wharf, and moved at 5:30 o'clock, A. M., and although the weather was unpropitious, with showers, made an excellent show, eclipsing many similar Horrible processions in much larger places. The procession was headed by the Woman Suffrage Band, about 25 pieces, with 'silver plated' instruments, and a drum corps and drum major, the members of the band being accoutred in female costume, representing the styles of all ages, from the biggest sized tilting hoops to the latest and tightest pull-backs, and bonnets

of all conceivable makes from the amplest sugar scoops to the jauntiest modern hat.

Then came the Antiques and Horribles on foot, dressed in all manners of inconceivable and outre costumes, which must have racked the brains of the wearers.

Following, were chariots in ye ancient style, drawn by venerable steeds; one containing occupants who displayed a placard announcing that white-washing was taken in; another, with two men, one of whom was tending a baby (the mother probably being a member of the band); still another had a man and woman (?) and numerous children, with hen-coop in rear with the announcement that when we get married trouble begins; and a wagon loaded with all manners of traps which were announced for sale. Whale boat Oxford on a truck drawn by three horses tandem, was manned by jolly sons of Neptune, evidently in full pursuit of the monster of the deep, the mariner officiating as boatsteerer having his hands full in keeping his craft on the right course. On the sides were numerous placards, telling bits of both a personal and general character.

A stately bull which drew a cart had his head decorated with flowers. The line of march was up Union street to Middle, Washington, Main, Lafayette, Oxford, Main, Bridge, Privilege, Main, Church, Fort and William, Spring, Walnut, Union, Green, Washington, Laurel and Center to the Four Corners, and Water and Union streets to the headquarters, where it was dismissed.

At the store of Ruel Washburn, at Oxford village, the weary disciples of Momus were regaled with lemonade. Mr. Washburn's store was profusely trimmed with bunting, and the stars and stripes were displayed at other points.

A large number of spectators were along the line of march, quite a number of people going over from this city, and all expressed themselves highly delighted at the success of the whole affair, a large measure of which is due to Mr. Nathaniel P. Fish, who was the prime mover in getting it up.

In the afternoon, a clambake, under the auspices of Relief Engine Company, No. 5, was opened in George H. Taber's orchard, Oxford village. At 11 A. M. the Hancock Company of Acushnet village arrived at No. 5's house, and both companies paraded through a number of streets to Contest Engine Company's house. Both the Hancock and Contest were guests of the Relief, and the three companies, numbering eighty men, countermarched, escorted

by the Fairhaven Drum Corps, to the orchard, arriving at one P. M. At three P. M. the bake was opened, and the firemen and their friends enjoyed a most excellent clam dinner.

The last feature of the day, in Fairhaven, was a tub race which took place near the fish market of Horace L. Wood, foot of Railroad wharf, the contestants being boys, the youngest 13 years of age, and the oldest 16. Wallace B. Rose, Samuel Hardy, Arthur Francis and George Delano (one report included Joseph Delano) entered for the race.

A gold dollar was offered for the first prize, a silver half dollar for the second, and a leather medal for the one making the poorest time. At 3:30 o'clock, Mr. Seth H. Keith set them agoing, but before George Delano had gone far, his tub floated from under him, and he finished his race by swimming. Three of the tubs measured 21½ inches across the top, and the other one 22 inches. The distance traversed was 104 feet, Master Wallace B. Rose making it in one minute, Arthur Francis, five seconds later, and Samuel Hardy in one minute and fifty-five seconds. Some 200 people enjoyed the aquatic sport, which was very amusing.

The National flag was displayed at various places in the town, and the citizens may congratulate themselves on the happy manner in which Independence Day was celebrated in Fairhaven."

Celebration of 1878. — Let us interest ourselves, for a moment, in the self-reliant boys of '78 — boys who had their fun without any young-age assistance, as we shall see. We glean the account from the Daily Standard, finding that the Fourth of July was celebrated by the wide-awake lads of that period, as follows:— "FAIRHAVEN. The National Anniversary of Independence, declared a century ago, was observed in this town, although no appropriations were made. The youth and energy of the place have determined, year after year, to go on with their manner of celebration, and yesterday (the 4th), at early morn, the aged and anxious were aroused by the noisy demonstrations, the explosions of crackers, and firing of rifles. Upon many of the buildings bunting was liberally put out, and the town made a gala appearance. The first feature of the day's excitement was the arming of the Ancient Order of Invincibles marshalled by Hon. Bumfroze Muttonhead. At their headquarters, a large number of people were in waiting, looking at each grotesque character as it came along to fill the ranks.

Although a much larger number had volunteered, the ranks were quite thin. At 5:30 the body took up the line of march through



Henry H. Rogers' Summer Residence — Erected in 1895



Proctor House — First House in the Twenty-Acre Purchase

the following streets:—Union, Middle, Washington, Main, Lafayette, Cherry, Oxford, Main, Church, Fort, William, Center, Green, Washington, William and Center streets to the Four-Corners.

The Sons of Momus were headed by a band of trumpeters evidently acquainted with tin-ware, and modulated the latest melody, 'Whoa, Emma.'

The orator of the day, accompanied by a few personal friends, followed on, conveyed in a vehicle of much ancient wear, with a fine specimen of the bovine species in the shafts. The following beautiful and personal allusion prominently appeared upon the distinquished carriage — 'Rose buds from the Croakers' Club. One horse has no Hitch in the harness, no Tarr on his heel, as we were Bourne on our trip to the cannon's loud peal. Within is riding the poet Bryden.'

In succession came a troupe of Warm Spring Indians, followed by a box cart with an inscription saying it contained the only live man in Fairhaven. Another contained the parents of George Washington, with the infant George cradled behind on a two-wheeled gear, with a huge jug labelled 'gruel.' George's nurse was also in company with his parents, aged 1776 years. On this breech-loading team was inscribed, 'Washington, the chap that fit for his country.' 'We ain't in debt this year.'

On the return of the procession, a halt was made at the corner of Main and Center streets, where the orator disposed his friends, and in Ethiopian dialect commenced to diffuse upon the moral tendency of the times, the manuscript of which we were unable to obtain owing to the Fishy element guarding the disposition of the orator, Mr. William Bryden.

At about 11 o'clock the Taunton Steam Fire Engine Company, Charles Albro,' William Swan, foreman, arrived at the house of Contest, No. 3, and shortly after, Relief, No. 5, accompanied by the Fairhaven Brass Band. After partaking of refreshments in the house of No. 3, there was a cry of 'order' from the boys. Foreman Swan of the 'Charles Albro,' in a felicitous speech expressing fraternal feeling and good will, presented, in behalf of his Company, to Contest, No. 3, an elegant and elaborate silver badge for the foreman; (the badge will be on exhibition for a few days at Snow's drug store.)

This delighted the members of No. 3, and with light hearts the three Companies formed in column, and paraded through the streets, to Peckham's Grove, which adjoins Riverside Cemetery. The fire

laddies were all in full uniform, looked fine, and marched well, Relief, No. 5, J. C. Omey, foreman, executing wheels and marching movements with great precision and steadiness. All three Companies were much admired by the ladies who thronged the streets through which they passed. The clambake to which they gathered in Peckham's Grove, well sustained Mr. Sherman's skill in such matters, and won encomiums from the three hundred hungry folks who partook. After disposing of the clams, etc., the firemen played ball, but owing to the well-known quieting effect of clams, the game was not a very vigorous one. Dancing was indulged in, and the boys and their friends enjoyed themselves in the grove until 7 o'clock.

In the evening there was some show of fireworks along the river shore. While enjoying the display, a young lady who teaches better things in the Grammar school, fell overboard, and received a good wetting and a rescue.

Picnics were very much in vogue this year; parties went from Fairhaven to Rochester and Great Hill in excursion wagons, and to the woods and rocks in vicinity of Fort Phoenix in carriages, wagons, and boats."

Yes, those were the days — days when the newspapers told us this:—"FAIRHAVEN. There is a prospect that taxes will be less than nine dollars a thousand, in Fairhaven, this year (1878.)"

CHAPTER XXV

Jingles and Poetry

In THE STAR, Vol. 1, No. 2, printed in February, 1879, we find:

TOWN MEETING DAY

Town Meeting day is coming,
Will soon be here, they say,
Affairs will be at fever heat,
"Be aisy now," we pray.

Be moderate in your estimates,
Be careful what you say,
Folks DO get SO excited,
Upon Town Meeting day.

"Hard times" the cry of everyone,
"Our taxes should be low,"
That all may pay, and happy be,
As through life's path they go.

No summons greet them from the C,
No Roland at the door,
To take them up if they don't pay
The Tax Collector's score.

So be moderate in your estimates,
Be careful what you say,
And don't get too excited,
Upon Town Meeting day.

THE METHODIST EPISCOPAL SUNDAY SCHOOL PICNIC

On July twenty-fourth, eighteen hundred eighty-five
The Fairhaven M. E. Church concluded to derive
Some pleasure from a picnic for all the girls and boys,
With great anticipation of unalloyed joys.

So early in the morning a little after nine,
They gathered at the corner, the weather being fine,
To fill the chartered cars to take them to the train,
That would take them to the picnic, and take them home again.

The grove was nice and lovely, and Beulah was its name,
Renowned for many meetings 'twill always hold its fame.
Tall pines were pointing upward and clothed in living green,
The oak and lovely Hemlock were also to be seen.

The ever-busy Super looked out that all was right,
With swings to please the children in which they so delight;
With lemonade and chowder, ice-cream and melons, too,
Hot tea and coffee plenty, there was no lack to rue.

And then our Rev. Dr. Fox, with generations three
Enjoyed the pleasure with them as nice as they could be.
And Rev. Mr. Fuller, also his loving wife
Came up to sing and cheer us and stimulate our life.

We spent a very happy day as all will gladly say,
And we were all invited to come again that way.
With weary heads and bodies we left the land of rest,
Hoping that in the Beulahland we all shall yet be blest.

(Signed) Adeline Paull

"CLIMBING UP PHOENIX HALL STAIRS.

Phoenix Hall rocked with fairs and festivities, with merriment and town meetings, with song and laughter during the last half of the preceding century. More than a half century ago, we well remember that, at this ancient arena, once a sacred spot, an entertainment full of fun and hilarity took place. The participants burst forth with the following, set to music, the words of which are to be found in The Fairhaven Star of Saturday, February 27, 1886: —

Town meeting am a coming,
Our blood will soon be running,
Climbing up Phoenix Hall stairs.
All our big men will debate
Our taxes' excessive rate
Climbing up Phoenix Hall stairs.

Chorus:—O hear those men declaiming,
'Tis rough I do declare
Our town officials blaming,
Climbing up Phoenix Hall stair.

Last year we voted liquor,
This year we'll fire it quicker,
Climbing up Phoenix Hall stairs.
Our school committee mixed?
We'll have a board of six!
Climbing up Phoenix Hall stairs.

We hope the day'll be sunny
For we'll vote a lot of money
Climbing up Phoenix Hall stairs.
If our tax rate's any higher
Our Assessors we will fire,
Climbing up Phoenix Hall stairs.

We'll have visitors from the city,
To hear us talk so witty,
Climbing up Phoenix Hall stairs.
They'll say all round the district
Our town meetings are a picnic
Climbing up Phoenix Hall stairs.

But we'll say unto these loafers
Our town is run by voters,
Climbing up Phoenix Hall stairs.
And we do not depend
On a Board of Aldermen
Climbing up Phoenix Hall stairs.

As thus you do encore,
We s'pose you want some more,
Of Climbing up Phoenix Hall stairs.
But our programme's very long
And we cannot sing this song
Climbing up Phoenix Hall stairs.

So excuse us now you must,
For our chorus it is bust,
By Climbing up Phoenix Hall stairs.
And as these things are such
We thank you very much
For Climbing up Phoenix Hall stairs."

WHOM SHOULD WE PITY?

If there's an object upon earth,
Which needs our pity and our prayers;
Or one which more of misery feels,
And less of true compassion shafes:

'Tis one whose silvery locks bespeak,
That life with him is nearly o'er;
And in whose sunken eye we read,
"Time soon with me will be no more."

Whose years have passed in search of gain,
Whose worldly cares have filled each hour,
Whose heart no warm emotion feels
And stifles every noble power.

Who never knew the joy that springs
From simple acts of kindness shown;
Or from the lips of those he blessed,
The words of thankfulness has known.

But in his hard and withered face,
His stern, forbidding, careworn eye,
We read at once, he heedeth not,
The widows' and the orphans' cry.

Eternity to him is blank;
No beauty in religion seems;
The sun of righteousness sheds not
Upon his heart its healing beams.

He fain would think this life is all,
And sacred writ a fabled tale,
No Heaven the humble Christian waits,
The hardened sinner, no dark vale.

For whom then should compassion flow,
If not for him who feeleth none?
Whose every hope is bound to earth;
Whose sands of life are nearly run?

(Signed) H. W. P.

July 7, 1848 Fairhaven

CHAPTER XXVI

Alabama Claims

On April 12, 1861 Fort Sumter was fired upon. Ninety thousand strong offered their services to the North. States seceded. There followed skirmishes, infantry battles, sea engagements, and blockades. For the Confederacy, English shipbuilders were constructing cruisers, one of these bearing the name "Alabama." This name is probably as well known to Americans as their own names. The North blockaded the Southern ports. At this time the ships of the South were attacking, capturing, plundering, and burning the Union ships outside the blockade zone. For two years this vessel roamed the seas at will, a nightmare to commerce, until, in 1864, the Kearsarge sent the Alabama to the bottom off the coast of France. In due time, restitution for loss of ships and cargoes was demanded. Finally the English and the United States agreed to leave adjustment to a court of arbitration, resulting in an award to the United States of $15,500,000.

Fairhaven citizens suffered loss and were reimbursed, at least in part, as is shown below. We herewith give the names of the claimants and the vessel on the destruction of which these claims were based. The awards were as follows: — J. C. Allen, Gipsey, $1,624; James I. Church, Kingfisher, $300; Julia M. Cox, Admx., Martha, $1.140; Benjamin Ellis, Elisha Dunbar, $907; O. F. Hitch, Admr., Kingfisher, $295; Albert Jenney, Kingfisher, $318; Simpson Jenney, Kingfisher, $1,936; Elizabeth H. Lambert, Admx., Kingfisher, $2,166; George F. Tripp, et al. assigns, Favorite, $2,315; J. A. Severance, Kingfisher, $687; Ellery T. Taber, Sophia Thornton, $7,410; George H. Taber, Favorite, $772; Charles H. Tripp, Kingfisher, $1,272; Noah Spooner, Sophia Thornton, $443; M. W. Stetson, Admr., Favorite, $550; Julia A. Nye, Admx., Ocean Rover, $289; S. Maxfield, Admr., Covington, $1,050; Estate of Charles Spooner, Sophia Thornton, $397. Awards to be distributed; Bark Favorite, Catchings, $25,217; Schooner Kingfisher, Catchings, $2,864. This aggregated awards of $51,952 for Fairhaven, in 1876.

CHAPTER XXVII

Cantata, Music, Concert

"THE HAYMAKERS. This pleasing Cantata was repeated in Phoenix Hall, Fairhaven, on Wednesday evening, (November 28, 1877), by very general request, and there was a large attendance. The music is very pleasing, and in some of the songs enough of action was introduced to vary pleasantly the programme. In several pieces the singers received encores, and the applause all through was enthusiastic and merited. The singing was all harmonious, and the best of time was observed which is something quite remarkable when it is stated that but few of the performers can read music, and learned the songs by rote. The accompaniment of Mrs. D. A. Caldwell was brilliant and effective, and to the efforts of this lady, in particular, our Fairhaven friends are indebted for an evening of real pleasure. Farmer Morton mustered an unusually attractive set of haymakers who not only performed their work in a style which testified to his efficiency as an agriculturist, but did credit to his taste in selection. Perhaps the personnel of his foreman had something to do in drawing so many pretty maidens to the hayfield. The call to dinner by the first assistant farmer was heartily responded to, and the member from 'Afric's sunny clime' set the stroke for the mowers in a manner that suggested the probable existence of 'salt mash' in the unexplored regions of Ethiopia. Miss Fairchild, as the farmer's daughter, sang with brilliancy and freshness to the very end of the piece, notwithstanding the extreme length and difficulty of her part. Miss Delano, in the part of Anna, sang very sweetly, and was most heartily encored. The part of Tompkins, who is an amateur city farmer, was well acted by Mr. Hillman, and his serenade was especially well received. The Dairy Maid sang so sweetly and looked so charming that we felt it must be bliss to be one of Farmer Morton's cows. On Tuesday evening, Mr. Leavitt, who took the character of Uncle John, with that yoke of oxen, was on hand, jug of old orchard included, and brought down the house with his excellent rendering of the character, but on Wednesday evening, by an accident in falling down a flight of stone steps, in the rear of the hall, by which one of his knees was badly cut, he was unable to appear."

Under the date of Wednesday, February 27, 1878, the Daily Standard also gives us the following: — "Mr. John A. Hawes, of

Fairhaven, has had a very fine pipe and reed organ combined, built to his order at the manufactory of George Woods & Co., Cambridgeport, which is the only instrument of the kind in this section of the State. It adds largely to the attractions of Mr. Hawes' music room, in the hall near his residence, being placed in an alcove, the walls of which were handsomely frescoed by Clark & Berthold."

Then, under the date of Monday, March 11, 1878, we read:— "MUSICAL NOTES FROM FAIRHAVEN. The Fairhaven Brass Band spent Saturday evening in serenading friends in various parts of the town. It is a good idea, and the music was very enjoyable. The band is under the direction of Mr. W. H. Heap, of New Bedford, and its performance is in every way creditable to leader and performers. The programme comprised several brilliant selections, and although the organization is comparatively young, the performance gave evidence of careful and thorough preparation."

"The Crocus Club numbers from 45 to 50 members, and is regularly organized with Robert E. Leavitt as president, Isaac Thatcher as secretary, and Thomas Taber as treasurer. A new Cantata is in active rehearsal which will be ready before many months to present to the public. Weekly rehearsals are held at the residence of Mrs. Caldwell."

"The wilds of Naskatucket also have broken forth into melody. Miss Annie H. Delano has been teaching a very successful session in vocal music, and the school is yet in operation."

"The news of the existence of a 'Violin School' comes to the ear with a pleasing interest. Private lessons have been given heretofore by more than one teacher, but the school where the Professor teaches 'five pupils at once' must be quite a Conservatory. Verily, the Foundry may be looking down, but the Fiddle is triumphant."

"CHORAL ASSOCIATION. The New Bedford Choral Association will have a social gathering Wednesday evening, May 1, 1878, in Hon. John A. Hawes' music rooms, in Fairhaven. All are requested to attend, taking the horsecars, William street, at 7:30. Horse cars will be engaged for the return."

In conclusion, the Daily Standard also carries this:—"FAIRHAVEN. Monday's report of Easter services failed to mention the Sunday School Concert held in the lecture room of the Congregational Church, Fairhaven. The room was filled to overflowing. The floral decorations, the Scripture selections, the anthems, songs and hymns, together with some admirable recitations by several

young ladies, all told that the Concert was an Easter Concert, (April 21, 1878). Those who had wrought so patiently and with such diligence to perfect the arrangements for the evening must have felt themselves fully repaid by the presence of so large an audience, as well as by the attentive hearing which was given the exercises, and the expressions of appreciation which were so abundantly uttered at the close of the concert. One special feature of the evening was the singing of a quartet of young men, two of them sons of Conductor Manter, the other two, Edgar Marston and Charles Bird. Their selections were beautifully appropriate, and their rendering of them was heartily enjoyed."

CHAPTER XXVIII

Parties and Fairs

Fairhaven indulged in tea parties as well as Bostonians, as seen by the following:—"TEA PARTY. The ladies of the Brick Church in Fairhaven will give a Tea Party tomorrow evening, September 25, 1857, for the benefit of the Infant Department in the Sabbath School of that Society. Tickets, 10 cents."

On Saturday evening, December 24, 1870, the Unitarian Sunday School had a Christmas tree. It was set up in the vestry, laden with presents for all young people and many older ones. The room was crowded and the event was a joyous one. At 6:30 the youngsters, 250 in number, sat down to a bounteous supper, and a half hour later the adults followed suit. After the feasts were over, Mr. N. P. Fish impersonating Kriss Kringle, came on the scene and began to distribute the presents from the tree. Among the gifts was a beautiful chromo of a scene on the Rhone for Mrs. Moses H. Delano. (It was in October 1845 that Mr. Moses Delano and Miss Amanda Eldredge were married). Dickens' Works were for Rev. Ellery Channing Butler. A set of silver forks went to Mr. N. P. Fish, and a set of silver forks and butter knife were passed to Mrs. H. F. Wilde. All these were presented by the members of the respective classes. A large wax doll for Emily A. Eddy, and napkin rings for Misses Annie and Mary, and Masters Charlie and Walter Eddy, were among the presents. In fact every scholar received a gift. Perhaps a few survivors of the joyous occasion might be able to add to this description.

Fairs at Phoenix Hall were always popular from the time the upper story was transformed into a place of amusement (including town meetings). On Thursday evening, November 11, 1858, the fair was held under the auspices of the Unitarian Society. Phoenix Hall was completely packed, hundreds being unable to gain entrance. Three hundred were on hand from New Bedford. The omnibuses were crowded, carrying 28 persons at a time. These vehicles tipped, and groaned, and creaked, as they were subjected to the unusual patronage, causing the ladies to scream, and the men to become alarmed. Some witnessing the hysterical condition of the passengers chose to employ shanks' mare. Mr. William R. Sherman who in 1862 was succeeded by Mr. William F. Hudson, had his

hands full taking the tolls on the old bridge. The tableaux were excellent, and all felt well repaid for their efforts. Several ladies fainted and were carried from the hall. The chowder and ice-cream tables were thronged.

The Unitarian Society, more than three score and ten years ago, held wonderful fairs at Phoenix Hall, lasting several nights. The Organ Society of that church was active also. This society held a Strawberry Festival at Phoenix Hall on Tuesday and Wednesday evenings, June 28th and 29th, 1870. They announced in the notice for the occasion that the bridge would be open for travel at the time of the festival. This was following the repairs made necessary by the storm of 1869.

A Unitarian Fair was held for four evenings, closing on Saturday evening, December 10, 1870. An extension table for a married lady went, through the process of voting, to Mrs. J. H. Wilkie. A barrel of flour was won by James Severance.

The Unitarian Society held a Fair at Phoenix Hall for four successive nights beginning on Tuesday, December 18, 1860. Besides a beautiful collection of Fancy and Useful articles made by members of the Society, refreshments were for sale, including ice-cream and chowder. On Wednesday, Thursday and Friday evenings, tableaux were exhibited, and elicited much admiration: — "Quaker marriage and source of prosperity." "The Young Archer," "The Orphan," "Jealousy," "Grandpa's Prodigies," "Apple Paring," "Threading the Needle,' "Innocence and Justice," "The Greek Captive," "The Heart's Resolve," "Too late for the Cars" and "No. 7 of last year's exhibition" making twelve grand tableaux.

An "Antiquarian Kitchen" was among the novelties of the occasion where Carding and Spinning Tow, Flax and Wool; Weaving; Combing Worsted; Dipping Candles, and other employments which our grandfathers and grandmothers are more familiar with than ladies and gentlemen of the present day, (1860) was carried on, using the same implements that were employed fifty (140) years ago. Admission, 10 cents. Admission, including the Kitchen, 15 cents.

The Unitarian Society, on December 31, 1880, saw to it that the children and adults enjoyed themselves on New Year's Eve. Many remember the farce, "The Old Woman Who Lived in a Shoe." The children assembled, at 4:30 indulging in games until 5:30 at which time supper was served, after which games were played until 7:30. There was a recitation by Nellie Coombs, and a reading by

Mrs. J. M. Leighton. The male quartet was composed of Messrs. Bird, Marston, and the Manter brothers. Mrs. Leighton was at that time 24 years of age. In 1903, Flora H. Leighton was assistant at the Millicent Library, and in 1906, she bought the Church house. Mrs. James M. Leighton died at her home, 7 Main street, on Friday, March 4, 1938, aged 81. Rev. Mr. Leighton was the Unitarian minister here from 1878 to 1891. In February, 1886, he leased the house on William street, vacated by Alfred Thornton who removed to New Bedford. Mr. Leighton died in 1901, aged 52. The Leightons who lived next door to the writer, impressed him, as a lad of eight years of age, as ideal personalities. Miss Lillian E. Page, sister of Mrs. Leighton and a teacher for 42 years, died in September 1933.

CHAPTER XXIX

The Old Town Clock and the Fire Alarm System

An interesting feature of the celebration of the one hundredth birthday of the structure which was the home of the Methodists, until its destruction by fire, was the paper, prepared and presented by Mr. Clifton A. Hacker on that occasion. Mr. Hacker reluctantly but graciously permits his composition to be printed under the title of "Old-Time Fairhaven." It runs as follows:—"When Mr. Hammond called me up in regard to the old clock that once told the time of day from the tower of this church, I did not think I could remember anything of interest to relate to you. However, as my memory went back to this long ago, many little incidents connected with that time came to my mind, so I will speak about them as of possible interest to you."

"In those days, this church had stone posts surrounding it, there being twelve posts on the Walnut street side, connected by iron chains, and four large stone posts at the entrance on Center street. In 1893, these posts were removed, and the curbing in front of the church was moved back about 2½ feet, and the lot raised nearly a foot."

"As a matter of present interest, there was an old horse-chestnut tree just across the street from this church, and it is still there; the only tree of its kind among the stately elms that beautify the vicinity of this edifice."

"When the new clock in the present town hall, the gift of Mr. Rogers, was installed, and put in running order, early in August 1893, the old town clock in this Methodist church was discontinued because the striking of the two clocks, so near together, was confusing."

"Somehow, we missed very much looking up at the old timepiece that we had depended on for so many years, to see its hands stilled, and so, living nearby, I volunterd to climb the tower once a week and wind it, leaving the striking business to the new clock in the town hall."

"This is how I came into the picture. I do not know just how long I carried on this undertaking, but eventually the clock works were sold or otherwise disposed of."

"Mr. Amos Pierce who lived at 121 Green street had charge of the town clock formerly. He died in 1887, aged 72 years. Mr. Pierce was quite an inventor, and the Street Railway Company permitted him to place his patent axles upon some of their cars, as an experiment; the object of the axle being to prevent friction when rounding curves."

"At the bowling alley, located beside Mr. Pierce's home on Green street, he had invented a system of setting up pins and returning the balls. The players had only to wind a crank that did the job and they were all ready to go on with their game without the aid of pinboys."

"Also, I remember a self-propelling vehicle of his, one of the fore-runners of the automobile, and on his back stairs a burglar alarm."

"After him, in connection with the clock, came Mr. Frederick Allen who had all kinds of mechanical toys at his place of business at No. 1 Water street. Clock repairing was one of his specialties, and he took care of the clock after Mr. Pierce's death in 1887."

"I was the next in line. I can still recall the smell of the stale porpoise-jaw oil that permeated the clock room, and the sound of the slow tick-tock of the pendulum as I wound with a crank the many feet of cable on the drum, that would be released minute by minute during the coming week."

"To make a story of this old clock, I am going back to July 8, 1888, a Sunday morning. In the house next east of the church lived Mrs. Lydia C. Almy on the first floor, and Mrs. Ahira Kelley and family on the upper floor. My home, where I still reside, looks out upon this house and the church. Looking out of the window while we were eating breakfast, we noticed smoke and flames coming out of the roof of this dwelling. Well I remember rushing over to notify the occupants that their home was on fire. We were the first to arrive and found that they were wholly unaware of their peril. It was 8:45 o'clock of this Sunday morning, and people in general thought it was the usual nine o'clock ringing of the Methodist and Congregational bells, which was the customary time in those days. Consequently, little attention was paid, so the fire made good headway before they realized that the bells were actually being rung for fire."

"The Contest Company 'put down' in the well at the southwest corner of William and Washington streets. They could do no more for the fire engine was in the repair shop in New Bedford. The Progress, a steamer from New Bedford, 'put down' their hose also,

but soon pumped it dry and then went to Handy's wharf and pumped from there, using 1,500 feet of hose. The damage to the house was estimated at $1,900, to say nothing of the loss of furniture. Benjamin Beetle's house across the street caught fire from the sparks but it was soon extinguished. Mr. Robert H. Taber and Rev. William F. Davis and others went up on the roof of the Methodist church, putting out the sparks with a chemical extinguisher brought by Mr. Taber."

"All this happening made a profound impression on me as a boy; so, when I came in charge of the clock and the unused striking mechanism before me, it occurred to me that it might be utilized for a fire signal by fixing it so that the striking mechanism would be released and strike continuously until it ran down, a matter of, I believe 1,750 strokes, this to be accomplished by an arrangement at the base of the church so that anyone, day or night, might set in operation without having to lose time to get the sexton or someone up and out to open the church to ring the bell for fire, the method that had been followed for years."

"Somehow, I arranged this and went to the selectmen and fire engineers with this idea. They were so pleased with it that they decided to go a little further with the scheme and had an article placed before the town meeting, and $1,200 was appropriated to install a fire alarm system. And so you see, the old clock was responsible for your present alarm system."

"On April 26, 1898 six boxes and a bell striker were installed for a start, and I was placed in charge because of my interest in this matter. Now, the alarm system has grown to some 73 box numbers and we have three tower bells and two whistles to announce a fire and call the firemen."

"As a matter of interest, at one time this Methodist clock bell was connected with the fire alarm system."

"A Mr. Humphrey from the Gamwell Company of Boston, now a large concern, but then a young Company furnishing fire alarm signal systems, with a tiny office in the business district of that city, installed the apparatus for us. He had completed his job and was being shaved in Mr. Baudoin's barber shop on Main street, just north of Phoenix Hall before returning to Boston, when the fire alarm was sounded for the first time. Mr. Baudoin had lathered Mr. Humphrey, and started to shave him, but upon hearing the alarm he dropped the tools of his trade and rushed to the fire leaving Mr. Humphrey to finish the job by shaving himself."



The Beacon — Fort Phoenix



Old Stone Schoolhouse — Built in 1828

CHAPTER XXX

Rambles and Reminiscences

Let us, in a happy-go-lucky frame of mind, stroll leisurely around this block, this square, adhering to no single topic in our remarks, but stating facts about the houses, and commenting upon their former occupants, letting one subject suggest another, until the circuit is completed, perhaps anticipating sometime to cover the entire town by the same procedure.

Corner of Main and Spring Streets. — We are standing at the corner of Main and Spring streets, facing east, ready to saunter around the square bounded by Spring, William, Washington, and Main streets, to note the changes that have taken place. We right-about-face for a moment, however, noticing first that the prediction, made in 1887 that Spring street would eventually be opened to the shore, has not yet matured. We next sight the Henry Vincent house which in June, 1885, was moved back eight feet and raised two feet, but the hurricane of September 21, 1938, nevertheless, forced the water to a height of four and one half feet on the first floor. Mrs. Harriet A. V. Palmer, daughter of Mr. Vincent, lived here until her death in September, 1921, at the age of 78. Mr. Davis Sherman and Miss Phebe S. Vincent, both of Fairhaven, were married on January 2, 1857.

It was from Mr. Vincent that Rufus A. Dunham and his father, George, bought, about the middle of the nineteenth century, the livery stable on the west side of Middle street. Mr. Dunham was then living in the house which stands on the southwest corner of Washington and Middle streets, afterwards moving to the house which stood on the northwest corner of the same streets, and occupied on the east side by Stephen Weed, with the cobbler shop in the basement, having the entrance on the southeast corner of the building. Mr. Weed died in January, 1893, aged 76.

Higgins Wharf. — We cast a glance towards Higgins wharf, entering, in 1879, the boat-building shop of William T. Swift, father of the late Charles F. Swift, of 34 Middle street, who was town clerk and treasurer from 1896 to 1921, a period of a quarter century.

Here on Higgins wharf, at 7 o'clock on the evening of Saturday, September 1, 1888, Mr. Robert H. Taber gave a successful demonstration of his chemical fire extinguisher.

In 1888, Mr. Taber was agent for the Abington Mutual Fire Insurance Co. He was superintendent of the Methodist Sunday School for nine years, and at a surprise party in January, 1892, he was, by way of appreciation for his faithful services, presented a French clock. He was succeeded by his son, Robert W. Taber, who married Miss Ida Dodge in June, 1885, and who in 1891 was president of the Epworth League. He died in July, 1936, aged 76. Mr. Taber and family lived, when we first knew them, on Middle street, just north of the site of the old STAR building. At one time they lived in the Hitch house on the west side of Main street, near Washington. In February, 1889, they lived at North Fairhaven, and in August, 1892, at the northeast corner of Washington and Rotch streets.

We have in mind Thomas W. Taber, son of Robert H. and Elizabeth W. Taber, who died in April, 1902, aged 43; Frank, who played on the Sanders and Barrows' baseball team years ago; and Harry, who was with the Edison Electric Light Co. of Boston for more than forty years, now retired; Bessie, Eleanor, Anna and Arthur (Colonel) are in California. Sadie D. married Charles A. Pope in October, 1884. Mr. Pope bought the cottage on Rotch street, formerly owned by George E. Dean, of Falmouth, in 1892. In January, 1908, Louise, daughter of Mr. and Mrs. Pope, died, at the age of 19. In May, 1895, Arthur D. Taber and Jennie Bailey, of New Bedford, were married, and in October, 1896, Harry W. Taber and Almira E. Belcher, of North Attleboro, were married.

Following the epoch of the velocipede, came the bicycle; first the old type, with large wheel in front and tiny one in rear. Many remember the one which Frank Taber, son of Robert H. Taber, made, and permitted many to attempt to master the art of riding. This handiwork of Mr. Taber was a marvelous bit of skill and ingenuity.

On Higgins wharf we see the fishermen's shanties at the northwest corner, with the staging at the end. Sailboats were moored to stakes just off shore, and on the wharf were lobster pots, eel pots, fish cars, nets, and other paraphernalia; some new, some to be repaired or mended, and others to be discarded. On the north, before Privilege street was extended over the creek, the water was flowing between this area and the spot now called Marine Park, the creek extending to Main street, where the dam, on the east side of the street, was located. In the shallow water of the Mill Pond, fish swam, and "bluebiters" crawled about. Boys with lines, poles and nets were

intent upon their capture. The Mill Pond, filled in to create Cushman Park, had thirty abutters and an area exceeding five acres.

Three years before the construction of the bridge connecting more easily Fairhaven and Oxford Villages, there was, at the creek, from 1792 to 1850, a tide mill, hence MILL bridge.

On the other side of the creek, a ship yard, before our day, existed. The creek, or an arm thereof, was partially spanned by the Glass Works, built in 1894, and destroyed by fire on Sunday, July 14, 1918. Messrs. George T. and Richard Thatcher removed their glass cutting to the Fairhaven factory from their quarters on Second street, New Bedford. That Privilege street be extended over the creek, was suggested by the STAR in May, 1881.

Standing near the boat building shop of Mr. Swift, looking north, we see the house, formerly the homestead of Abner Pease, on the southwest corner of Main and Pease streets, built about 1800, five years after the bridge across Herring river was accepted, the first dwelling house north of the creek. Mr. Pease owned much of the land on the west side of Main street, between this point and the old bridge across the Acushnet, which was authorized in 1796. Mr. Pease presented to the town a schoolhouse for that district, the Pease District, the photographic plate of which the writer has, taken a year before the building was torn down, in November, 1906. Mr. Pease left a sum of money, called the Pease Fund, of about $5,000, to help defray the school expenses. He died December 22, 1852, aged 83.

A little to the west, on what would now be the southwest corner of Middle and Pease streets, stood the barn, destroyed by fire in January, 1908. Warren Delano, 3d, bought the Pease estate in 1883, including the shore of the old village mill, the shoe shop of William H. Davis, and the fish market of William N. Alden on the Mill Bridge. Mrs. George N. Bliss, who took occupancy of the Pease house in 1885, leased the property for a term of years, and removed here from Taunton in April, 1886. Mr. George Bliss died in May, 1906, aged 60. Mary M., widow of the late George N. Bliss, died in April, 1916, aged 71.

The Bathing Beach. — Higgins wharf, now a mere dream, is where tent fairs, lasting two weeks, with matinees for children, were held in 1880, by the Fairhaven Brass Band. This was the place for band concerts until the band-stand was removed to the Fort, in 1886.

From this point we can see the bathing beach, and the crowd of patrons rushing from the horse-cars, and later from the electric cars, to secure the choicest houses, for the salt water dip. The Fairhaven Improvement Association was organized in 1883. One of its projects was the construction, at the foot of Pease street, formerly Pease lane, of six bathhouses. This plant, that began with six houses, completed in August, 1883, opened with the custodianship of Paul Blankinship. Benjamin T. Dunn was janitor for several years. As financial success was assured, more houses were built, until at last there were 100. In the STAR of June 4, 1892, a description of the additions, plans for the season, etc. were given, ending with these words: — "The new janitors, Messrs. Crowell and Harris, will open the houses for the season next Saturday, June 11, 1892." We were there for five summers, followed by John T. Hanna, Jr., in 1897, and Stephen Allen in 1898. The houses were removed to the Fort in 1900. Mr. Henry P. Crowell and Miss Helen Wrightington were married by Rev. Frederick Upham, on June 24, 1869. Mr. Crowell died in December, 1916, aged 76. Mrs. Crowell died in November, 1925, aged 78. Charles A. Harris, of Fairhaven, and Miss Mary E. Ross, of New Bedford, were married on August 9, 1902. Their daughter, Miss Katherine Ross Harris, of Boston, a graduate of Mount Holyoke College, and Mr. Paul Perch, of Leominster, a graduate of the University of Maine, were married August 16, 1947. Mount Holyoke was also the Alma Mater of Mrs. Harris.

The bathing houses were closed on Sundays, quite in contrast to ideas of today. Twelve years before this, the Fairhaven selectmen instructed the constables to prohibit the sale of refreshments at the Fort on Sundays. Again, after the bath houses were removed to the Fort, the ladies, as late as 1913, were informed that no skirtless bathing would be permitted, and all one-piece suits were banned. Public opinion, however, has overturned these ideas, and the wide-open Sunday and the one-piece suits seem to prevail.

More than a half century later, that is, under the date of March 28, 1947, Mr. Frederick A. Pope, of Orange, New Jersey, in a letter enclosing a check of $3.00 for one copy of "Old Fairhaven" writes as follows: "I have reached back into the dim, hazy past and am wondering if you are Mr. Harris who, many years ago, was active with the Fairhaven Improvement Association. There is one spot in my memory of the good, old Fairhaven days, in which a Mr. Harris, as a part of his extra activities, managed the bathing

beach facilities. Perhaps, however, my memory is wandering — but I would be interested to know."

As was stated in The Star of June, 1892, Messrs. Crowell and Harris had charge of the bathing houses of the Fairhaven Improvement Association that year. The Harris whom Mr. Pope mentioned, and the writer are identical. We managed the affairs of the bathing houses also for the summers of 1893, 1894, 1895 and 1896, and here we are in 1947, a half century after our graduation from Brown University, publishing a book entitled "Old-Time Fairhaven," and we are members of the Fairhaven Improvement Association.

Up Spring Street. — We are now ready to meander up Spring street, the thoroughfare which was laid out from Adams street to Main in May, 1820. In the summer of 1880, John Alden fitted up the second story of his carpenter shop for a tenement. This building stood, as it stands now, on Main street, near the northeast corner of Spring. At the corner stood the barn. On Spring street, near the corner of Main, east of the barn, before the era of stone crushers, a stone breaking yard was located, where the tramp, before breakfast, was required to crack a stipulated quantity of stone to be used upon the roads. This plan was instituted by the town in 1877, on motion of Hon. Weston Howland, said work to be under the watchful eye of constable Joshua R. Delano. The shed and piles of cracked stone stand out vividly in the minds of the older citizens. This shed, used by the town as stone-cracking quarters for tramps, was torn down in May, 1879.

Mr. Delano was a ship caulker by trade, and was constable for years. He lived at what is now the northwest corner of Spring and Terry streets, the house facing on the present Terry street, not so called in days of yore. This was a dead end street, with only two houses on the east side. Mr. Delano died in February, 1923, aged 87. Joshua R. Delano and Sophie S. Wood were married October 9, 1859.

In September, 1901, there stood, on the north side of Spring street, near the corner of Main, a pump and stone trough where human beings and equines alike slaked their thirst. These were removed and placed near the ice pond at East Fairhaven about 50 years ago.

This was not the only public pump in town, for at the southeast corner of William and Union streets stood the popular town pump where we have witnessed the Contest Engine, No. 3, "put down" for trial, many times, more than sixty years ago.

Again, a bountiful supply of clear and sparkling water was drawn for years from the well, with the pump on the sidewalk, on the east side of South Main street, in front of the residence of Church Holmes who died in October 1906 in his 77th year. "The pump on the east side of Main street, near the horse-car stable, which has long supplied the neighborhood with water, has been removed, as the water has become impure. (August 1894)."

Church Holmes was watchman for the Old Colony Railroad and the New Haven Railroad for 30 years.

Town Water Supply Agitated 75 Years Ago. — Then there was the famous public pump on the north side of Union street, just west of Middle, in front of the Rufus Allen store. From this well, water, in whalers, went around the world, being conveyed to the wharf sometimes in pipes, and at other times in casks, rolled down the hill to the waiting ships.

There was also at the southwest corner of Washington and William streets, in front of the residence of the late Hon. Weston Howland, a deep reservoir with a trap door opened by means of a ring fastened by a staple, similar to the one at the town pump, corner of William and Union streets.

Although pumps and reservoirs were appreciated by the former generations, the subject of introducing water into the village of Fairhaven was agitated in 1873 to the extent that it was proposed that an article looking to that result be inserted into the warrant for the next town meeting. It was suggested that water from the Mill Pond be used for fire and manufacturing purposes. The town meeting which was held on April 12, 1873, appointed Weston Howland, Cyrus D. Hunt and Lewis S. Judd a committee to ascertain what arrangement, if any, could be made with New Bedford to lay water pipes to supply Fairhaven with water, and report. The firemen in this year received $10 each, and the treasurer and collector of taxes received $600 per annum. Nearly a score of years elapsed before the water pipes were buried beneath the thoroughfares, but through the untiring efforts of Mr. Joseph K. Nye, the enterprise became a reality.

After the introduction of water, necessitating the placing of hydrants at advantageous points, it took some time for the pedestrian, and those speedier, to realize that hydrants would not turn out, when met face to face. In June, 1894, Mr. William F. Delano ran into a hydrant located on Church street, near Main, breaking has leg. William Fred Delano died on Tuesday, February 4, 1941, in his 73d year.

S. E. Corner of Spring and Main Streets. — In the year 1877, a 16-year-old lad cut a tree nearly through, then climbed to sway it, falling 20 feet, breaking his leg. That was more than 70 years ago. This same person, Edward Manchester, Jr., moved into the new house on the southeast corner of Main and Spring streets, in February, 1887, selecting the lower tenement. The lot was purchased in June, 1886, and the two-story house, that now stands there, was built.

In November, 1883, James L. Butman sold to Mr. Gammons his teaming and trucking business after pursuing that line of work for 23 years, re-purchasing it, however, in October, 1884. In June, 1887, Mr. Butman sold the business to Edward Manchester, Jr. In February, 1890, Mr. Manchester had the upper story of his stable fitted up as a tenement. The barn stood originally on the higher part of the land, some distance back of the house. It was demolished, and the lumber was used to build the house which stands east on Spring street, very near the road. Mr. Butman died in March, 1893, in his 62d year, and Mr. Manchester died in April, 1930, aged 69. Capt. Edward Manchester, his father, died in 1901, in his 78th year.

When Mr. Manchester moved into the lower tenement of the new house, Mr. Elbridge Bryant and family rented the upper tenement. Besides Mr. Bryant and wife there were three sons; Elbert L., Frederick U., and E. Franklin; and two daughters, Florence and Lizzie. This was in 1887. In April, 1890, the following advertisement appeared in the STAR: "Elbert L. Bryant, Mason: Residence, Corner Main and Spring Streets." Elbert married Mary F. McArdle in April, 1904. Lizzie Bryant took Abbie Williams' place in the quartet at the Methodist Church in August, 1890. Sarah Lizzie Bryant and Charles N. Marling were married in January, 1894. She died in August, 1919, at the age of 56. Miss Williams, by the way, was appointed supernumerary assistant at the Millicent Library in 1893. In September, 1906, she was bookkeeper for the Iron Foundry. About this time her sister, Nellie W. Williams, was in charge of the office at Tabitha Inn. Nellie Williams became organist at the Congregational Church in 1892, taking the place of Miss Minnie Westgate who married Arthur W. Forbes in October of that year. Mrs. Minerva L. Forbes died in May, 1947. Miss Williams' place at the Methodist church was supplied by Miss Grace Nickerson, followed by Miss Alice Winchester. Mrs. Grace M. (Nickerson) Allen died in January, 1910, in her 34th year. Miss Nellie Williams died in August, 1911. Fifty-eight years ago her sister Lizzie was working at Milliken's, before and afterwards, the Willcox store, 36

Center street. Mrs. Lizzie F. Nye was trustee of the Millicent Library from 1893 until her death in 1919.

In 1891, Fred Bryant was located in Brockton, now in Worcester, and in June, 1888, Florence was participating in the exercises of the Methodist Church Children's Day program on the 17th. Mrs. J. Charles May, formerly Miss Florence Bryant died in March, 1924.

Mr. Manchester and family vacated the lower tenement which was soon occupied by the Reynolds family, the Bryants still upstairs, where they remained until September, 1892. The Reynolds family consisted of Mr. Thomas N. Reynolds and wife Jennie, daughter Jessie and son Harold. Mr. Reynolds, in 1884, was mate for Captain Samuel R. Stubbs who had charge of the ELAINE, and afterwards was captain of the HARBINGER for nearly 20 years. Capt. Stubbs removed from East Greenwich to Fairhaven in October, 1882, and, in 1891, took the cottage of John P. Ellis on Fort street. Mr. Stubbs died in February, 1919, in his 73d year. Abbie M., his wife, died in February, 1897, in her 49th year. Some undoubtedly remember Edward Howard, chef of yacht HARBINGER, who opened a lunch room on the corner of Bridge and Privilege streets in 1897.

Mr. Reynolds who was chorister at the Methodist Church in 1892, died in January, 1904, aged 66. His wife, Jennie M., died in March, 1900, aged 60. They were living on William street. In April, 1888, Robert B. Swaine and Miss Jessie Reynolds were united in marriage. Capt. Swaine died in October, 1904, at the age of 44. A daughter, Ruth, was born in 1891, married and died as Ruth Swaine Northbridge in 1919.

On February 23, 1884, Harold, then ten years of age, while crossing Main street, had the experience of being run over by one of Hatch and Company's express wagons. This brings to mind that George Shurtleff who lived on Spring street, where resided Nathan Day and family about 70 years ago, underwent a similar experience on November 15, 1881, by being run over by Brownell's beer wagon.

In 1886, Miss Jessie E. Reynolds was president of the Star of Promise, with Miss Lizzie Bryant as vice-president, and Miss Alice P. Winchester on the executive committee. In 1883, Miss Winchester was living at 60 William street, and giving music lessons. She was organist of the pipe organ at the Methodist church for exactly twenty years to a day.

Had one been present at the Methodist Church upon Children's Day, evening service, held on June 20, 1885, he would have been favored with a solo by Miss Reynolds, and a recitation by brother Harold amid other features, all well rendered. On January 1, 1887, Miss Reynolds was elected Assistant Superintendent of the Sabbath School.

In the year 1895, Harold entered the employ of Thatcher Brothers. In June of that year, he became bass soloist at the Grace Episcopal Church, New Bedford. In June, 1902, Harold E. Reynolds and Miss Estelle Jackson were united in marriage. In July, 1920, Harold was presented $30 in gold, having been soloist at Grace Church for a quarter of a century. He acted in that capacity for a period of nearly forty-four years, which proclaimed his innate talent. Harold was born in Nova Scotia. He was taken ill in May, 1939, dying on Sunday, October 29, after an illness of six months, aged 63. Mrs. Jessie Swaine, widow of Robert Swaine, died suddenly on Friday, February 16, 1940, aged 77.

North Side of Spring Street. — Crossing to the north side of Spring street, we find, east of the store on the northeast corner, the former home of the Contest Engine, No. 3, which before its peregrinations, stood on the west side of Walnut street near the Library driveway. Here, directly in front of the building in the picture that was snapped nearly sixty years ago, we discern the following: — Charles F. Brownell, Isaac B. Dodge, James Caldwell, James E. Card, Benjamin F. Drew, F. R. F. Harrison, Thomas Morse, Charles Ryder, Charles G. Nye, William Sawyer, George A. Jenney, Allen Smith, Albert Williams, Alvin Paine, John Sullivan, William Holmes, William Stowell, Ed. Peckham, William Townsend, Walter Eddy, James Swift, Frank Waldron, Benjamin Shurtleff, and the Siberian bloodhound by the name of Prince, which was given to Frank Harrison by Horace Ellis in 1881.

The building next east was the former Bauldry's stable. George L. Bauldry who was employed at Valentine's Machine Shop, leased the lot on Spring street, west of King's blacksmith shop, and erected a livery stable. It was raised and boarded in January, 1889, Walter H. Day being the contractor. Thus Fairhaven was destined to have two livery stables, that of the long established one of Rufus A. Dunham & Company, and the new one of Bauldry Brothers. Besides being a hack, boarding, and sale stable, Mr. Bauldry owned the barge "Atlanta" which was always ready to accommodate excursion parties anywhere and at any time. The stable was lighted by electricity on December 23, 1889.

Bauldry's stable, known as "The Ark," collapsed (a little after midnight) in the early hours of Saturday, July 14, 1945, and was subsequently removed.

Recalling the spot prior to the erection of the stable, we witness a vacant lot, near the west line of which was the trodden path to the Mill Pond. On the northern line of this lot stood the henhouse of Courtland Fairchild, the area toward Spring street being enclosed by a fence. Court, as we called him, the son of Dr. Isaac and Emma Fairchild, lived in the house south of that of Luther Cole on the west side of Middle street, purchased by Dr. Fairchild in the year 1852. Mr. Cole had owned his house since 1866, and before plying his trade at the northwest corner of Union and Water streets, in the shop which he rented of Isaac P. Francis in April, 1881, and purchased in August 1882, had his blacksmith shop on the north side of the Old South Wharf, where he labored for twenty years, beginning there in 1863. In October, 1889, Mr. Francis advertised two tenements to let, in the house which stood then on the northwest corner of Water street and Eldredge lane. Edward R., son of Luther, and Courtland Fairchild started in the hen business on a small scale near the blacksmith shop on the wharf, this initial henhouse being, as we remember, a club house for the Water street urchins in after years. Many a hot chowder in cold weather was served therein.

About the time of the removal from the blacksmith shop on the wharf to the new location, Dr. Fairchild purchased the lot on Spring street enabling Courtland to continue his interest in poultry on a larger scale. Mr. Fairchild was librarian of the old library, located in the rear room in the building then and now on the southwest corner of William and Center streets, in March, 1881, resigning in August 1882, to take effect on September 1st, due to his decision to enter medical school. He received his diploma from Jefferson Medical College, Philadelphia, in April, 1885. In September, 1886, he married Elizabeth M., daughter of Edward M. Dean, and in July, 1887, removed to Fairhaven, and opened an office at the old homestead on Middle street, formerly occupied by his father. In January, 1891, he left for Whitinsville to establish a medical practice, and in March, 1893, moved to West Tisbury to pursue his profession. In March, 1900, Estelle Dean, daughter of Courtland and Elizabeth Fairchild died, at the age of 8 years.

Courtland DeN. Fairchild was named after the Rev. Courtland Yardley DeNormandie, minister of the Unitarian Church, corner of Washington and Walnut streets, from 1856 to 1869, preceded by

Thomas Dawes and followed by Ellery Channing Butler. This church building was dedicated on December 16, 1832, and was occupied until 1902, afterwards being remodelled into a schoolhouse. Rev. Mr. DeNormandie, who was born in 1827 and died in 1910, served at Kingston, Massachusetts for 37 years, this information we glean from his tombstone at the Kingston cemetery.

Dr. Courtland DeN. Fairchild died in December, 1916, in his 55th year. The funeral of Dr. Isaac Fairchild, his father, was held on Sunday, May 16, 1880. Nearly every physician of New Bedford was present. This service was Episcopal, Rev. George A. Strong of Grace Church officiating. Emma M., widow of Dr. Isaac Fairchild, died in June 1899, aged 68.

In a recent book, entitled, "Whale Ships and Whaling," by Albert Cook Church, is a full page representation of "Last of the Shipsmiths, Maker of Whalecraft, Edward R. Cole, at the Old Forge in Fairhaven, Mass." Maria Louise Cole, wife of E. R. Cole, died in March 1930, aged 63. Ella E. Cole, his sister, died in December 1916. Luther Cole, his father, died in January, 1902, in his 80th year, and Sarah R., his mother, died in November, 1902, aged 78. Luther Cole was married to Miss Sarah R. Carsley, of Fairhaven, in April, 1847.

The writer was relating recently that Miss Ella Day (who became Mrs. George L. Bauldry, in 1887) when returning from New Bedford in the year 1880, attempted to walk upon the trusses of the old Fairhaven draw, with the result that she sustained a fractured collar bone and dislocated ribs, when to his surprise the auditor remarked, "I was with her." That person was Mrs. Edgar C. Taber, daughter of Anselmn D. and Sarah H. Bourne. Mrs. Lizzie A. (Edgar C.) Taber, died on November 21, 1945, aged 87. In 1880, her brother, Ansel G., succeeded William S. Bryden at the Tack Works where he served as bookkeeper. He died in January, 1885, in his 32d year. William S. Bryden died in December, 1923, at the age of 66. Adelaide S., his widow died in December, 1936. In 1879, Mr. Anselmn D. Bourne advertised in the STAR as follows: "Anyone Wishing Black Hamburg Grapes can find them for sale at the corner of Main and Lafayette streets." In August, 1885, after the abandonment of the Center Street Grammar and Primary School building, due to the erection of the Rogers School, Mr. Bourne was engaged to transport the furniture to the Oxford and the Sconticut Neck schoolhouses. Mr. Edgar C. Taber was 2d assistant foreman of Relief Engine Company of Oxford Village in 1879, and, in 1885, he was clerk for Elisha S. Whiting at 42 Center street. Edgar C., son of

John S. and Mary A. Taber, died in February, 1889, in his 33d year. (Edgar L., son of Leonard Taber, died in March, 1888, in his 30th year.) Capt. John S. Taber died in February, 1891, aged 80. His widow, Mary A., died in 1907, aged 89.

In 1891, Benjamin F. Tripp was foreman at Bauldry's stable. Mr. Tripp had previously worked at the American Tack Works. He died in March, 1912, in his 60th year. In October, 1891, Lyman C. Bauldry entered the employ of the Pairpoint Manufacturing Company of New Bedford, his brother George continuing in the stable business until March, 1895, when he sold out and removed to Milton. In January, 1892, Mr. Bauldry furnished horses to draw up vessels at Gifford's Marine Railway.

It was in April, 1885, that Mr. Thomas A. Tripp was appointed superintendent of the Pairpoint Company in place of Mr. Pairpoint who resigned. In April, 1892, Lyman Bauldry married Julia Etta Cahoon. George died in May, 1915. His widow, the former Ella Day, friend of Mrs. Edgar C. Taber, previously mentioned, died in December, 1931, aged 72.

The next building on the same side of the street was a very lively place for a long period. Here we have watched the horses and oxen shod, the latter entering the blacksmith shop from the enclosed yard on the west, whence they were ushered, one by one, into a particular niche or stall, equipped with leather understraps, chains, and horizontal windlass, and hoisted just high enough to prevent the horned quadruped from delivering a bestial kick during the process of shoeing. The sparks flew from anvils and forges, George Wilson King at one and Lorenzo Warren Braley at the other, each with his long, leather apron, the regular regalia of the mighty smith. These were the days of the old-fashioned hand bellows that quickly transformed the iron foot-wear into red-hot material capable of being hammered by the expert farrier into the desired shape to fit the hoof.

Long before our recollection, this shop existed. Seth A. Mitchell, who established this blacksmith shop, died in November, 1893, aged 88, (Seth H. Mitchell was proprietor of the Centennial boat shop on Fish Island 70 years ago.) The next proprietor of the blacksmith shop was Isaac Terry who carried on the business for a period of 32 years. Mr. Terry lived on the west side of Walnut street, near the corner of Spring street. Mr. King entered the employ of Mr. Terry in 1867, at the age of 20, purchasing the business two years later and continuing until 1906 when he sold to Robert N. Doran. Mr. Terry died in July, 1883, in his 68th year.

Mr. King built his house on the southeast corner of Green and Rodman streets in 1876, and Lorenzo Braley built his house in June, 1879, just south of that of Mr. King's, (now one house intervenes.) Mr. Braley died in February, 1891, aged 40. It was in this month and year that Green street to Bridge was laid out. Before this time the way, north of Spring street, was called Stetson Court. There were at first two houses north of the one at the northeast corner of Spring street and the Court. In the first one lived the Haskins family, Benjamin and Abby Haskins with their children, Lizzie, Charlie and Henry. In the next and last house lived Barney Rahl who died in May, 1902, aged 86. At a later date the house next to the corner was erected.

Mr. Henry Stetson lived on the northwest corner of Spring street, and the Court, afterwards the home of James L. Gillingham, Esq. Diagonally across from the Stetson house was the enclosure where grapes and luscious strawberries, and other fruit grew in abundance.

In March, 1879, Capt. Richard Hathaway who lived at Oxford, purchased the grapery and carpenter shop of Henry Stetson, and remodelled the shop into a dwelling.

Another Henry Stetson, who lived on Middle street, was the brother of John H. and Charles Stetson, who died in January, 1892, in his 37th year. This Henry Stetson, of jovial disposition, was in the group that was photographed at the American Tack Works about 1880, and Mr. John H. Stetson was the owner and possessor of the original picture. John H. Stetson died on Sunday, November 8th, 1942, aged 84.

Rev. Mr. Carruthers lived at one time in the Henry Stetson house. He lived also in the house on the west side of Middle street, north of that of E. R. Cole. There were two children near our age, Winnie and Harold. Sixty-eight years ago Mr. Carruthers, with his invited guests, was immensely enjoying his sloop yacht Le Don. Mr. Carruthers died in August, 1905, aged 70. Mary L., his wife, died in February, 1899.

Mr. King died in May, 1927, aged 80. His widow, Clara B., died in May, 1932, in her 85th year. They had one daughter, Jeannie who was married to Dr. E. Franklin Babcock in May, 1890. Capt. Elisha Babcock, his father, died in December, 1888. Eliza A., widow of Capt. Babcock, died in July, 1894.

Miss Jeannie King, when attending high school, then housed in Rooms 5 and 6 of the Rogers School building on Center street,

won the prize offered by the donor of the building, and announced on December 18, 1885, for selecting the most appropriate quotation from the works of Emerson. "He who does a good deed is instantly ennobled." This framed quotation hung for years on the wall of Room 6.

The well-known pug dog of Mr. King died in December, 1884.

The next building on the north side of Spring street was the barn and carriage house of Isaac Terry. This was completely remodelled into a two-family dwelling, the first occupants being Mr. and Mrs. A. Leonard Bliss on the first floor, and Mr. and Mrs. Stephen Allen on the second floor. Stephen M. Allen and Alamanda G. Nichols were married in July, 1890. Mrs. Allen, prior to her marriage, lived in the upper tenement at the southeast corner of Center and Water streets. She died in March, 1929, in her 86th year. It was in February, 1885, that the tin shop of Charles A. Johnson, followed by I. N. Babbitt, Jr., before he moved to Main street, which took place in October, 1883, was fitted for a two-tenement dwelling. Mr. Johnson died in September, 1889, in his 55th year. Mr. Gustavus Johnson, his father, died in March, 1880, aged 82.

Down stairs lived Mr. and Mrs. Joseph Harris. Mr. Harris, who was blacksmith at the Fairhaven Iron Foundry, died in November, 1898, in his 74th year. They were the parents of Mrs. Horatio (Mary A.) Jenney, and grandparents of George and Charles Jenney and also of Hattie Jenney, who married Charles H. Lawton, son of Robert and Jennie Lawton, in June, 1907. Robert T. Lawton, of Boston, and Miss Jennie Pierce, of Fairhaven, were married on December 24, 1883. Mr. Lawton died in December, 1927, aged 71. Mrs. Lawton died in April, 1940, aged 73.

Mr. Asaph Leonard Bliss and Maybelle Dodge Hardy were married on the evening of January 3, 1893. The new house was tastefully decorated with mistletoe and holly by the uncile of the groom, Mr. Samuel F. Waterson. The best man was George, the twin brother of the groom. Had they continued to reside at their first abode, they would have found, by actual measurement, the salt water rising in their apartment to an height of 52 inches on September 21, 1938. Referring to the parade of Antiques and Horribles on the morning of July 4, 1888, recalls the tub race that took place later in the day when Frank Gifford won the laurels with A. L. Bliss taking second prize and brother George securing third place.

Wandering up the street a moment, we find upon inquiry that on the date of the hurricane the water rose to the height of three feet on the first floor of the home of the late Mrs. Annie G. Lester at

the north end of Walnut street, and that at the home of Mr. and Mrs. Frank A. Thrasher, on the south side of Spring street, second house west of Green, the water rose to an height of two feet on the first floor.

Up Spring, East of William Street. — We are now about to turn into William street which was laid out in the year 1833. Up to that time there existed Water, Middle and Main streets. These three went by the appropriate names of Front, Middle, and Back streets. Main street was called East, Third or Back street. As we are on the verge of entering William street, we cast a side glance toward the lot on the north side of Spring street, a little to the east, through which we were accustomed to walk to the Mill Pond. We recognize today few familiar sights. The tall stone post near the street is the only vestige of the past. Here hung the door of generations ago, the top hook of which is still intact. The hinges of the door, which swung on this stone post, are in use today (June, 1947) on the building on the southeast corner of Laurel and Spring streets. They are each four feet long. The old oil shed of whaling days, owned by the Tripp family for their oil storage, later the store house of the American Tack Company, claimed this spot. It was a long, low building with high underpinning of stone, with a roof that required 55,000 feet of shingles to make it water tight. A picture of this building shows the wide door on the west. Not many remember that men were here employed in sorting, cleaning, scraping, and stripping the long black and white lengths of whalebone to be used in making the combination of circles to expand the skirts of feminine attire, long since tabood. Before the era of hoop skirts, whalebone was selling for 60 cents per pound, but just after the advent of the hoop skirt style, the price of bone soared to $1.20 per pound (1857).

Mr. Ephraim Gifford, of Oxford Village, is remembered as being employed at this occupation in the vicinity of 85 years ago. Ephraim Gifford died March 19, 1895, in his 78th year. He was the father of Frederick N. Gifford who in October, 1881, married Minnie Babcock, daughter of Elisha and Elizabeth Babcock. In July, 1885, Capt. Babcock purchased of John Wilcox a house on William street, which was occupied by Mr. and Mrs. Gifford. Mr. Gifford died in March, 1909, at the age of 56. His wife, Minnie, died in December, 1928, aged 67. Harry, their son, died, at the age of 22, of typhoid fever, in October, 1904. Ephraim Gifford was also the father of Capt. Henry M. Gifford who married Lizzie A. Babcock, sister of Minnie, in December 1886. Abbie Louise Babcock

of Fairhaven was a student at East Greenwich Seminary in July, 1869. She died in Nov., 1875, aged 25. Susan Gifford, once teacher at the Fairhaven high school, was the granddaughter of Ephraim Gifford.

Then came the change to the metal watch spring skirts, putting out of commission the old Spring street oil and whalebone shed for producing hoop-skirt material. Before me rests "The New Bedford Times," under the date of Saturday, August 11, 1860, in which Waite, Hadley & Company, 38 Purchase street, New Bedford, advertise and illustrate, "Watch Spring Skirts, Misses from 3 to 11 Springs and Ladies from 7 to 32 Springs." These were made of the finest watch spring steel.

Sixty-five years ago last August the passers-by were watching Mr. Joel D. Stetson re-shingling the huge roof. The building at that time belonged to the American Tack Company for which Mr. Stetson had worked since 1867 as a pattern maker. He left the Tack Company, in 1890, to work for the Pairpoint Manufacturing Company of New Bedford, where he worked for seven years. It was Mr. Stetson who made for, and presented to, the old library association, with its room on William street, in the rear of the post office, a sign which was placed over the door in 1882. In April, 1881, nearly nine years before the introduction of electric lights, a lantern, burning kerosene, was fastened to a tree in front of the library, making this sign visible on the darkest night. Mr. Stetson, father of Sarah L. Stetson who married Bertram F. Stowell in September, 1896, died in March, 1911, in his 77th year. Mr. and Mrs. Stowell moved into their new house, 79 Green street in July, 1915. Mr. Joel Stetson and Elizabeth Lawton were married on April 2, 1863.

S. W. Corner of Spring and William Streets. — Fortunate, indeed, it was that the hundreds of kegs of nails and boxes of tacks, stored here for an advance in price, did not encounter the salt water that flowed over this section on September 21, 1938, to the depth of six feet.

In May, 1908, fire damaged somewhat the old stone structure, and on the morning of March 5, 1917, the roof collapsed with a thunderous roar which startled the neighborhood. Thus the old landmark vanished.

At the southwest corner of Spring and William streets stands a house through which have passed hundreds of individuals who have temporarily called it home. Many years ago it was the residence of

Simeon Bailey and family. Simeon Bailey and Augustus Mayo were employed in the "pickle" room at the American Tack Works on Fort street, where carboys of acids were used to cleanse and brighten the iron plate preliminary to the process of tack manufacture. Mr. Bailey afterwards lived on the west side of Water street, north of Cole's blacksmith shop, with Thomas P. Ames and family living upstairs. Simeon Bailey died in February, 1887, aged 59. Frank E., son of Simeon and Emily Bailey, died in March of the same year, in his 18th year. Augustus F. Mayo, who dropped dead as he was entering the Foster Street Advent Church, New Bedford, in March, 1889, in his 55th year, lived on the east side of Main street, south of the Stevens house which is on the southeast corner of Main and Washington streets. In the house previously mentioned, at the corner of Spring and William streets, lived our schoolmates, Lizzie, Louise and Charlie Burgess. Elizabeth M. married Lucien A. Dawes in May, 1892. They have both passed away. Thomas P. Ames was a painter by trade, especially expert in sign painting. Mrs. Eliza S. Ames, his widow, died in February, 1931, in her 76th year. Herbert P., their son, died in November, 1912, in his 33d year.

This house on Water street was owned by Nathaniel S. Taber who also owned the house on the north side of Center street, east of the Methodist Church. A number may recall the destructive fire that took place at this house on July 8, 1888. Mrs. Lydia G. Almy lived down stairs, and Mrs. Ahira Kelley and family upstairs. Mr. Ahira Kelley died in September, 1884. Mrs. Kelley died in November, 1923, aged 68. To this house, 66 Center street, Mrs. John Damon removed in January, 1889, giving up her store in the building east of Phoenix Block, and continuing her business at her residence. Her stock of millinery goods could be seen by the passers-by through the windows of the room on the southwest corner of the lower tenement. Mr. Taber was of the firm of Taber and Fairchild who sold the drug store to James I. Church in 1855. He died in February, 1904, aged 87.

In this house, at the corner of William and Spring streets, lived at one time Frederick M. Taber and family. Frederick M. Taber and Sarah C. Kenner were married on August 11, 1864. In 1880, Mr. Taber was agent for the Waterbury watch which sold then for $4.00.

Next we come to the former Sawin, or William Street Hall which would never be recognized as such by the members of the community of the early days. Before the change, we entered the

building on a level with the sidewalk. The tops of the two front windows were on a line with the top of the doorway. The roof was hip, making the building lower than the houses on either side, whereas now we find the building which was raised in July, 1902, about a half century after its original construction, with a changed roof, and added miniature steeple, and elevated steps to the main entrance, giving an appearance wholly unlike the initial structure.

Town meetings were held in several localities previous to the use of Sawin Hall which served for that purpose from 1859 until 1864. This building was the rendez-vous for various occasions, both before and after its use as a church edifice. It was dedicated by the Adventists on November 10, 1866. Sometime previous to this, that denomination used the hall which was on the second floor of the Center Street Grammar and Primary School building that was erected in 1832. In 1859, the Adventists were holding services in Phoenix Hall. In April, 1868, Sawin Hall was the scene of political meetings and a caucus was held on Wednesday, February 26, 1879 when the contest was Caswell vs. Akin, the supporters of the latter withdrawing finally to Phoenix Hall. William Street Hall was, indeed, the arena for social, political and patriotic gatherings for many years.

The house next to and south of the Advent Church on the west side of William street, was that of John A. Chase who came to Fairhaven in 1858. For 21 years he worked as blacksmith for the Fairhaven Branch Railroad, located in the rear of the engine house. Mr. Chase was superintendent of the Methodist Sunday School, and led the choir. He died in June, 1912, in his 96th year.

In October, 1860, the Fairhaven Branch Railroad erected a wooden building 44 x 80 feet for the accommodation of shippers of freight to and from New York and Boston, by the propellers "Dawn" and "Daylight." The roof was arched to correspond with the passenger station which was razed in 1929, after a lifetime of nearly three quarters of a century. The old locomotive house was demolished in February, 1916.

The next house south on the same side of the street, was that of John Alden, father of John Alden who owned the buildings at the northeast corner of Spring and Main streets, and son of John Alden who was born in February, 1740, and carried on business at the foot of Washington street with his office at the corner of Water and Washington streets.

In course of time this William street house became the property of Thomas Baldwin Pratt. A large piazza was built in front of

the residence in July, 1886. Dr. Dana Pratt, his son, opened a dental office at the residence of Mr. Luce, in Mattapoisett, in 1880. In October, 1881, he was substitute clerk for Levi M. Snow, and later in that same month left town to go into business in Boston, afterwards practicing his profession in New York City. His widow, Katherine, died on December 13, 1939, aged 79. Dr. Pratt died in March, 1922, aged 64.

In 1879, Lizzie Pratt, the daughter of Thomas, was conducting a private school in the library room in the rear of the old post-office building. In November, 1885, Elizabeth Byron Pratt and James Love Gillingham were married. Mr. Gillingham served the town as Representative, Selectman, and was chosen treasurer of the Millicent Library in November, 1892. He was admitted to the bar in 1880.

In January, 1889, Frank Barrows, of Oxford Village, began studying law at the office of Mr. Gillingham. In July, 1892, Russell Hathaway, Jr. entered the office of Mr. Gillingham. Mrs. Gillingham died in January, 1930. Mr. Gillingham died in December, 1938. Russell Hathaway, Sr. died in March, 1906, in his 82d year. Mrs. Mary Bryden Hathaway, widow of Russell Hathaway, Sr., died in August, 1924.

In September, 1901, four years after his graduation at Brown University, Mr. Russell Hathaway, Jr. and Annetta Carruthers were married. Mr. Hathaway received his early newspaper training on the old Boston Advertiser. He went to the Associated Press in 1904, and was with them until retirement in 1939. Fifteen years of this period, he served as chief of the Albany, New York, bureau which covers all of New York State outside of New York city metropolitan area, and, most important, covers the New York State legislature and political scene regarded by many as the most important outside of Washington.

The Hathaways have one daughter, Rhoda Terry Hathaway who is society editor of The Knickerbocker News. They live in Albany, N. Y.

N. W. Corner of William and Washington. — We have reached the corner of William and Washington streets where now stands a house that in our boyhood days stood very near the old lockup and faced Washington street. Photographs show the exact location of this dwelling. The Cowens lived down stairs, and the Tinkhams lived on the second floor; Eben E. Tinkham, his wife, Nancy H., and their daughter, Cora Estelle, adopted in 1880. Cora died in

September, 1885, in her 18th year. Washington street, between Main and William, was closed on account of the serious illness of Mrs. Tinkham who died in May, 1884, in her 34th year. In June, 1892, William G. Cowen of Denver, Colorado, sold to Hannah G. Morton, the land and buildings, corner of Washington and William streets.

East Side of William Street. — Retracing our steps to the southeast corner of Spring and William streets, we view the property of James F. Tripp. Mrs. R. A. Dunham and family removed to the James F. Tripp house on William street in May, 1890. Mr. Tripp was born in 1834, lived here in his youth, and was one of the old-time ship caulkers. Others were William H. Davis, George Davis, Alden Davis, Frank L. Davis, Jesse Sherman, Davis Sherman, Joshua R. Delano, Joshua Wilkie, Joseph Stowell, Benjamin Stowell, and Moses Stone. Mr. Frank Davis had been a subscriber to the STAR since its first publication, never missing a number. Besides caulkers, there were the ship riggers:—William Waterson, Thomas Butman, Charles C. Harris, Granville Taber, and Frederick Cushman. The ship carpenters of that period were: — Daniel Lewis, James Lewis, Lothrop Lewis, Benjamin Westgate, William Drew, William Hoeg, Albert Gifford and his son Henry B. Moses Delano and George Brown were master builders and at one time had charge of Blackler's ship yard, off Fort street.

Mr. Frank L. Davis and Minnie S. Lawrence were married in January, 1884. Mrs. Davis died in August, 1884, at the age of 27. In December, 1888, Mr. Davis and Lena L. Chase were married.

Long hours and hard work are conducive to longevity, as is shown by the age of the following at time of death: — Davis Sherman, March, 1903, aged 68; Thomas S. Butman, June, 1903, aged 82; Moses H. Delano, October, 1905, aged 85; Charles C. Harris, April, 1906, in his 83d year; William H. Hoeg, December, 1917, aged 84; Jesse Sherman, Jr., March, 1900, aged 63; James A. Lewis, April, 1917, aged 84; Joshua R. Delano, February, 1923, aged 87; Albert Gifford, January, 1903, in his 80th year; Frank L. Davis died on Tuesday, December 17, 1940, aged 80.

James F. Tripp, a Civil War Veteran, brother of Job C, Tripp, died in January, 1917, aged 82. His brother died in July, of the same year, aged 88. Jennie Tripp, daughter of Job, Mrs. W. H. Barney, died in January, 1913, at the age of 46. William H. Barney and Jennie H. Tripp were married in July, 1892. Lewis

S. Judd, Jr., who was with the Astor Library, of New York, for 40 years, having been appointed, in 1884, and who died in March, 1928, was a nephew of the Tripps, as was also Walter Hooper Judd who was married in December, 1904, to Miss Grace Phebe Burgess, and died in 1922, in his 59th year. Mrs. Judd died on August 10, 1941, aged 69.

This recital of caulkers, riggers, and ship builders causes us to linger on the subject of the sea by recalling two of the old whalers, both preserved for the public gaze. In the Bourne Memorial Building, New Bedford, stands the half-size model of the "Lagoda." The original Lagoda was a bark of 341 tons, hailing from New Bedford. On June 1, 1873, she arrived in port. According to custom, after getting north of the gulf stream, the crew would celebrate their anticipation of the joyous home-coming by throwing overboard the try-works, thus proclaiming the end of the whaling voyage. This custom was followed, and brick after brick was hurled into the sea. Before the last brick had reached the bottom of the ocean, sperm whales were sighted. The boats were lowered, and four whales were taken. Since the try-works were beyond recall, the only thing to do was to cut and put the blubber into casks to be tried out on shore. This catch yielded 75 barrels of oil. Thereafter, the motto became, "It is never too late to try."

This incident recalls the Charles W. Morgan, in 1923, tied at a Fairhaven wharf. Here we interweave the Craig family. The Craigs lived in a small house at the extreme west end of Center street, on the south side, beyond Water street, practically on Handy's wharf. Excellent photographs are in existence of the house. The Craig house, so called, was moved to Handy's wharf from the northwest corner of Main and Union streets. It belonged to the estate of Luke Tobey. Robert Craig died in March, 1875, aged 43. Here lived Annie, widow of Robert Craig, with sons, Robert, Arlington and Frank; and daughters Lizzie and Lillie. Son Robert, about 16 years of age, sailed from New Bedford in the whaling bark Lydia, a vessel of 351 tons, hailing from Fairhaven, returning in December, 1879, after a voyage of 19 months. Robert, who was born in Scotland, on August 22, 1861, again sailed from New Bedford, this time on the Charles W. Morgan which was built in New Bedford in 1841, and purchased by Colonel Green in October, 1924. He was taken ill and died at sea on April 12, 1885, in his 24th year. He was highly esteemed by his shipmates.

In April, 1900, Lillian Steward Craig and Seth Howland Hall were married. Lillian died in September, 1901, in her 28th year.

Lizzie (Annie E.) died in September, 1908, in her 44th year. Mother Craig died in July, 1914, aged 82.

The shore just south of the house was the mecca of many who, in early winter, donned long rubber boots, and, with lantern in one hand and spear in the other, prepared to carry home a string of frost fish for family and cat. This was previous to the selection of this spot for the new marine railway, purchased in October, 1889, and operated by Abram Chase in the early part of 1890.

The next house south of Mr. James F. Tripp's, on the east side of William street, was the Willcox house. In the '50's this house was owned by Lemuel Tripp, father of Mrs. A. P. Willcox. In 1830, Mr. A. P. Willcox opened a store on Middle street south of E. R. Cole's house. Later he removed to the building—the old post office building—on the southwest corner of William and Center streets, then newly built. In the New Bedford Daily Gazette, under the date of Tuesday morning, April 8, 1831, we find the following:—"DRY GOODS AT COST. A. P. Willcox, intending to take a new store in April, and make other arrangements, offers his entire stock of Staple and Fancy Dry Goods, at cost, for cash." The map of Fairhaven, printed in 1855, gives his name at this corner. Mr. Willcox believed in the efficacy of advertising, for in the same paper on December 9, of the preceding year he inserted:—"NEW YORK HATS. AT FAIRHAVEN. A. P. Willcox has just received a full supply of Beaver and Satin Beaver Hats, of the latest style, and of the most approved New York manufacture. Hats of any pattern or price, which may not be on hand, will at all times be procured at the shortest possible notice." In 1856, Charles Brigham sold to Mr. Willcox the dry goods store at 36 Center street, Phoenix Block. Mr. Willcox died on April 9, 1871, aged 69, his widow continuing the business until 1880, selling out to C. D. Milliken, who placed the store in charge of S. P. and S. H. Willcox, as a branch store. Mrs. Susan H. Willcox, widow of A. P. Willcox, died in November, 1881. In February, 1885, the Misses Willcox, twins, secured the business for themselves, at 36 Center street, continuing in Phoenix Block until June, 1901, when they moved into the Masonic Block. Mr. James Ede opened a store of Gent's Furnishings in the quarters vacated by the Willcox sisters, who remained in the Masonic Block until April, 1910, when Mr. Ede moved again, into the store which they had just vacated. Well do we remember when James Ede and Madison Edwards opened their shoe store just north of the Fountain Hall building on Saturday, October 8, 1881. This building was taken down and removed to Woods Hole

in June, 1883. On this spot up went Mr. Louis N. Baudoin's barber shop in 1886. Mr. Baudoin died in January, 1928, aged 69. After being used for a half century, it was recently razed. In 1883, Mr. Ede was a teacher in the Methodist Sunday School. He resigned in 1904 from the superintendency of this school after a service of ten years, being succeeded by John H. Blackburn. Mr. Ede, before opening the store at 36 Center street, on Tuesday, July 2, had been in the employ of Sanders and Barrows, New Bedford, for 17 years. In 1886, he married Luella T. Snow. Mr. Ede died in October, 1924, and Mr. Edwards died in August, 1926, at the age of 74. Mrs. Ede died in July, 1947, aged 86. Two sons survive, Hubert R. and Raymond W. Susan P. Wilcox died on May 2, 1916, in her 79th year and her twin sister, Sarah H., died on August 6th of the same year. In June, 1890, Miss Myra Shurtleff, who married Jeremiah R. Kelley, in January, 1894, was clerk at the dry goods store of the Misses Willcox, at 36 Center street. Mrs. Kelley died on Wednesday, March 11, 1942, in her 70th year. Other clerks at different times were Annie Morse, Lizzie Williams, and Anna Robinson.

A century ago or thereabouts, individuals were chosen as agents for the sale of books. In the Fairhaven school report of 1846, we read:—"Mr. A. P. Willcox, who was not one of the Prudential committee, but whose public spirit and whose interest in education induced him to labor through the year, as the assistant of the committee in the discharge of their arduous duties, a servant without money and without price, at his store, in District Nos. 12 and 13, the fourth deposit was made." The subsequent history of the Fairhaven school book agency is as follows:

In the STAR of March 18, 1882, we find this notice to scholars:—"All text-books used in the public schools can be found at introduction prices at the School Board Agency, number 36 Center street," signed by George E. Fuller, Chairman School Committee. And in January, 1885, we find a notice in the STAR, signed by A. B. Collins, as follows:—"The Fairhaven school book agency has been moved to the store of Mrs. John Damon, No. 40 Center street. Teachers and scholars will be governed accordingly." And in January, 1886, we find that the school book agency has been transferred to a room in the Rogers School and will be under the immediate supervision of the school committee. Charles Drew was on the school board years ago. His shop was attached to the house, and he sold schoolbooks, supplies, etc.

Lemuel T. Willcox, brother of S. P. and S. H. Willcox, was born in Fairhaven, graduated at the local high school in 1852, and

at Yale in 1860. He was admitted to the bar in June, 1862. His office as lawyer was at 29 North Water street, New Bedford. In November, 1872, it was at the corner of Water and Center streets, New Bedford.

The next house was that of Mrs. Lemuel C. Tripp, on the northeast corner of Washington and William streets. In the '50's this house was owned by M. O. Bradford who died in January, 1860, aged 69. Mr. Marlbro Bradford, aged 76, died on August 24, 1865, the funeral taking place on the 26th, at his residence, 45 William street. Capt. Tripp was in the merchant service, in the China trade, and Mrs. Tripp often sailed with him, in fact, is said to have been the first American lady to sail around the world. In the early '50's Capt. Tripp built the mansion at the head of Spring street. Under the date of June, 1851, Capt. Tripp advertised as follows:—"Passenger. In steamship Baltic, from New York to Liverpool." In 1864, he died, and in March, 1867, the estate was advertised for sale. George F. Tripp was executor of Mr. Tripp's estate in 1868. Mrs. Tripp subsequently removed to the house where she lived until her death, under the watchful care of Miss Annie J. Payne who died in November 1932, in her 82d year.

The mansion then passed in succession into the hands of Bartlett, Marston, Rogers, Lewis, Thomas and then was acquired by the present owners in December, 1904. In March, 1879, two sons of James L. Marston, Edgar W. and James W. made plans to go into the stock raising business in Colorado, and on Wednesday, April 23d, they left for their destination. A large party met at the residence to wish them good luck. In 1880, the residence of Mr. Marston was sold to Mr. Rogers of New Orleans, Mr. Marston going to Colorado. Albert G. Marston, a schoolmate at the Spring Street School when Miss Sarah R. Allen, daughter of Elishub S. and Rhoda K. Allen was the teacher, married Alice M. Packard of Brockton in June, 1899. Miss Allen died in November, 1879, aged 31. Her father died in May, 1882, in his 78th year, and her mother died in September, 1903, aged 95. Josephine C., youngest daughter of Elishub and Rhoda Allen, died on October 16, 1870, in her 20th year. A copartnership, existing under the firm of Gifford and Allen, was dissolved in July 1828. The partners were S. H. Gifford and Elishub S. Allen. Mrs. James L. Marston died in March 1927, aged 92. James W. Marston died in October, 1929, aged 73.

Mrs. Mary Ann Tripp, widow of Capt. Lemuel C. Tripp, died in December 1906, aged 96. Capt. Lemuel Tripp, Hiram Tripp,

Alexander Tripp, Hervey Tripp, and George F. Tripp were brothers. They had one sister, Mrs. Susan H. (A. P.) Willcox.

Mr. Philemon Fuller lived in the house that stood at the southeast corner of William and Washington streets, facing William. In 1919, this house was turned, so that the length ran parallel with William street instead of Washington, and thoroughly remodelled. Philemon Fuller was born in 1794, and died on December 5, 1875, in his 82d year. The house south, in which Samuel H. Eldredge formerly lived, was removed.

S. E. Corner of William and Washington Streets. — Thomas Fuller, son of Philemon Fuller, who lived at the corner of William and Washington streets, was bookkeeper at the American Tack Works for 11 years, later becoming cashier of the Citizens' National Bank, New Bedford. He died in October, 1886, at the age of 37. The following year the house of 16 rooms was for sale. On July, 1915, Sarah F., widow of Thomas Fuller, died, aged 64. She was the daughter of Capt. Alexander Winsor, and was married to Thomas B. Fuller in December 1874. They had two children, Anna and Arthur. Rodolphus A. Swan, husband of Mrs. Anna Fuller Swan, died on April 1, 1942. There are two sons, Bradford F., and Rodolphus, Jr.

Retracing our steps a bit, we find that it was on Tuesday morning, September 18, 1838 that Capt. Alexander Winsor, of Duxbury, and Miss Sarah P., daughter of Capt. Silas Allen, were married in Fairhaven. Capt. Winsor's wife died on November 23, 1865, in her 50th year. It was at this time that Sarah F. Winsor, about 14 years of age, went to live with Mr. and Mrs. Reuben Nye, Mrs. Nye being the sister of Mrs. Winsor, both being daughters of Capt. Silas Allen.

Mrs. Sarah P. Winsor. — More than four score years ago, sadness hovered over the Winsor family. In New Bedford papers of that period, we read: "In Fairhaven on the 23d inst. (November, 1865), Mrs. Sarah P. Winsor, wife of Capt. Alexander Winsor, aged 49."

"The loss to a community of an individual possessing such marked characteristics as Mrs. Winsor seems to demand something more than the usual record. Endowed by nature with more than ordinary natural gifts, Mrs. Winsor, by education and observation, had secured for herself a claim to the title of a noble woman. In her character, dignity with affability were harmoniously combined. A sense of justice guided her acts, and, though firm in adhesion to

her principles, she was tolerant to those of opposite views. In her charities she exercised a judicious discrimination, and works of benevolence and philanthropy found in her a ready support. As a friend she was always true, and one having been so fortunate as to have secured her friendship, no ordinary external influence could impair the relation. In her domestic relations, she was all that the endearing names of wife and mother imply. She had a well-balanced mind, and one on seeing her might recognize the fact as the reflex influence of a fine physical organization. In her loss, a husband and first born son who are now pressing homeward through the waters of a Southern sea, unsuspecting any domestic calamity, are destined to step on the threshold of a cheerless home.

Mrs. Winsor had been a sufferer from chronic disease during the past year, though not until recently, after long continuous watching over a sick son, did her condition seem to manifest reasons for alarm. During the few past weeks she has been a constant sufferer, yet in the time no complaint inconsistent with Christian resignation escaped her lips. On Thursday morning, in the full possession of her mental faculties, she bade farewell to her son and young daughter, leaving messages of affection for each—then calling in turn for other relatives and friends, she dropped words of adieu. Soon after, her spirit escaped from its earthly tenement and was doubtless welcomed to its celestial abode. This tribute to the memory of a departed friend is of slight moment. But the kindly recollections of her many virtues shall endure so long as friends remain to drop a tear of affection on the spot where the inanimate form may finally repose. Fairhaven, November 27, 1865."

Mr. Reuben Nye, born in No. Falmouth, and Miss Anna Maria Allen were married on Monday, June 30, 1834. Mr. Nye became cashier of the Fairhaven National Bank in 1845. He was formerly treasurer of the New Bedford Institution for Savings, and had held other responsible bank positions. Mr. and Mrs. Nye celebrated their golden wedding on July 5, 1884. Mrs. Nye died in December, 1896, aged 83. All this brings to light other bank facts.

Mr. William F. Caswell, who was Fairhaven born, was teller in the National Bank for a period of ten years, resigning in December, 1880. Mr. Caswell and Emma D. Allen, of New Bedford, were married on the 16th of April, 1871. Mr. Caswell was a Veteran of the Civil War, and died on January 14, 1929, at the age of 84. George E. Dean, who became president of the Falmouth National Bank, and who was at that time in the employ of E. Borden, Jr. of New Bedford, was appointed to the position made vacant by the resig-

nation of Mr. Caswell. Mr. Dean held this position, under the cashiership of Reuben Nye, until June 1, 1889, when he was appointed cashier at Falmouth.

It was on June 3d of that year that George B. Luther, born on October 5, 1870, began his career as a bank official in the capacity of teller. Deacon Nye died on June 24, 1895, in his 90th year, and on July 1st of that year, Mr. Luther was elected cashier. He continued in this position until December 23, 1912 when he was elected president of the Fairhaven National Bank. As a bank official for nearly half a century and as treasurer of local organizations, together with his other affiliations, his career, when told in detail, will demonstrate what an energetic and honest individual can do and become.

We now come in our journey around this square, to the house on the southwest corner of William and Washington streets, built for Ezekiel Sawin who, in 1831, became the first president of the Fairhaven bank.

Ezekiel Sawin, in May 1862, resigned as Bank president, a position which he had held since the institution was chartered. George F. Tripp was elected in his stead. Ezekiel Sawin died in December, 1870, aged 78.

In July, 1866, the elegant residence, with large gardens and conservatory, also a lot and building near, suitable for a stable, was for sale, the notice being signed by James S. Robinson and F. R. Whitwell, Jr.

The Sawin house was purchased by Weston Howland in 1867, and has been the homestead of the Howland family or a portion thereof for nearly three fourths of a century. Mr. Howland was born in New Bedford in June, 1815, and was married, on Thursday, May 14, 1846, to Miss Rebecca Kirby of Dartmouth.

Let us wander in an out-of-order way to the old Unitarian church where we find temporarily occupying the pulpit a preacher of note whose career we wish to interject at this point.

N. E. Corner of Main and Washington Streets. — Augustus Phineas Reccord became a minister of the Unitarian faith, having parishes as follows: — Chelsea, 1895-1897; Cambridge, 1897-1902; Newport, 1902-1905; Springfield, 1905-1919; Detroit, 1919-1939. In July, 1885, Master A. P. Reccord, at the age of 15, took the place of William F. Church in J. W. L. Hillman's store. How "Gus" could jump at the time he was a pupil in the local high school,

located in the Rogers School, under the charge of Z. Willis Kemp in 1887!

Augustus Phineas Reccord was born in Acushnet, graduating from the Fairhaven high school in 1887, and at Brown University in 1892. The degree of D. D. was conferred upon him by his Alma Mater in 1922. From 1892 to 1895, he pursued a course at the Harvard Divinity School. While at this school, he was invited to address the congregation at the Fairhaven Unitarian Church, especially directed to the children of the Sunday School. This he accepted and gave the address at 3 o'clock on the afternoon of April 2, 1893. This is very vivid to the writer. Mr. Reccord and Mae A. Tripp were married in November, 1895, and celebrated their golden wedding anniversary on October 30, 1945, Dr. Reccord died October 4, 1946.

We have reached the corner of Main and Washington streets. On the northeast corner was a low lot which Charles Stevens used for a garden. In 1880, Eben Delano's fish market, which stood here, was taken down, and Mr. Alfred Nye erected upon this lot, which he bought of Mary Wadsworth in 1880, the building which now stands here. The erection of such a building, in a town then of only 2874 inhabitants, required much foresight, and was quite a contrast to the humble beginning of this grocery store in the basement of the house diagonally across the street, which Mr. Nye opened on March 4, 1857, and continued until March 12, 1881 when the new store was opened.

In July, 1881, the 13 x 17 storage building for petroleum, coal, etc. was erected just east of the new store, by Frederick Pearce, carpenter, and the painting was done by Alexander Tripp, the latter living on Walnut street, opposite the house of Isaac Terry. Alexander Tripp was born in Fairhaven in 1816, and died in April, 1896, in his 80th year. Mr. and Mrs. Frederick S. Pearce celebrated the 60th anniversary of their marriage on Friday, November 17, 1899, at their home on Walnut street, next north of the Town Hall property.

In the STAR of June 14, 1879, Eben Delano advertised thus: — "Live Fish! Right out of the Water! Induced to come on shore by hook and line. Main Street, Corner Washington."

Mr. Alfred Nye was treasurer of the Methodist Church for 49 years. He was a '49er on two other occasions, making two trips to the gold field. He taught school in District No. 8 during the winter term 1846-1847.

Mr. Alfred Nye died in July, 1910, in his 84th year. Annie May Nye, who graduated from the local high school in 1894, married

Franklyn E. Smith of Newton in June, 1901. Mrs. Smith is the only surviving member of her class as the only other member of the graduating class, Clifford Delano, son of Joshua H. and Elizabeth A. Delano, died in September, 1899, in his 23d year. Joshua H. Delano died in May, 1923, aged 72.

S. E. and N. W. Corners of Main and Washington. — We have arrived at the southeast corner of Main and Washington streets. This house was in the Stevens family for nearly 150 years, since its erection by William Stevens in 1798. The late Miss Cora Stevens resided here for 85 years, and is the great granddaughter of William. Job Stevens and Mary Stetson, grandparents of Miss Stevens, were married in October, 1795. By glancing at the old map of Fairhaven, of the issue of 1855, it may be observed that this property was listed as that of Mrs. Job Stevens. It was she who sold to Ezekiel Sawin the land on the southwest corner of William and Washington streets for the erection of the mansion which dignifies that corner. She gave to the town the land extending from Main street to William street, for Washington street which was laid out, from Main to Green, in June, 1832. Because of this generosity the selectmen of that period honored her with the privilege of selecting the name of the street. Mary Stevens, widow of Job Stevens, died on March 23, 1856, aged 80.

Mr. George H. Stevens, who died in July, 1889, in his 72d year, was the father of Miss Stevens, and Charles F., who died in February, 1887, aged 73, was her uncle.

Miss Cora Stevens was a music teacher, and her pupils in 1892 were Sarah Morton, Lucy Ellis, Grace Perry, Anna Winsor, Elsie Clark, and Alice Cook. Miss Grace Perry entered the Friends School in Providence in September, 1894.

On Saturday, January 25, 1890, in the early hours of the morning Miss Stevens smelled smoke, and upon arising saw the light of flames in the store across the street. She hastened to the house of Alfred Nye at the southeast corner of Middle and Washington streets and notified him, completing her errand by notifying his son Horace. The culprit had saturated with kerosene the bags of grain and set them afire. He was eventually apprehended, and convicted of arson with a sentence of five years imposed.

The two small houses south of the Stevens homestead were built in the Revolutionary period.

And right at the Stevens corner stood the old-fashioned lamp-post, many of them appearing in various parts of the town, in pic-

tures taken years ago, when John A. Gifford, succeeded by George E. Reeves in December, 1889, made the monotonous rounds with ladder and oil can, then toward evening with ladder and matches, to illuminate the village.

Sad to relate, one post became a mistaken Blarney stone. At any rate, a galaxy of youth, inspired by a state of inebriation, or just the lack of common sense, persuaded one of their companions, by way of wager, to implant his tongue squarely upon this particular post, in the dead of winter. The wager was accepted; on went the tongue and there it stuck. Amid groans, the application of water, and extra wrappings of clothing, blankets, etc. the victim of this sinister trick, in his delirium, pulled away, leaving the skin of the lingual member on the iron post. This was plainly discerned by all the lads of the village on the next morning together with the coagulated blood that issued from the operation. And this was about 65 years ago.

On the northwest corner of Main and Washington streets lived Mr. and Mrs. William Newcomb Alden and family, consisting of John, Ellen, Clinton and William K. Alden. Ellen Frances Alden died in June, 1892, in her 27th year. John attended medical school in New York in 1888, and died in May, 1896, at the age of 29.

Mr. Alden's building at the northeast corner of Washington and Middle streets, occupied by E. M. Dean, as a shoe shop, burned in May, 1876. Nearly upon this site a barn was built, later remodelled into a dwelling house which stands at this corner. Following the fire, Mr. Dean went to the southwest corner of Union and Water streets, where he remained until he removed to 40 Center street, selling out his interest there to Thomas Dahl, followed by John H. Stetson. In May, 1881, William N. Alden opened a fish market on Mill Bridge. In 1888, Mr. Alden visited the silver mines of North Carolina on a prospecting tour. He owned a farm on Sconticut Neck where the boys, on Clin's invitation, spent the holidays, preparing their own rations by day, and sleeping in the hay mow at night. In 1895, Mr. Alden started a wood yard on Spring street. He died in April 1897, aged 66. Clinton W. Alden and Minnie Freeman were married in November, 1894. Clinton Whitfield Alden died on Friday, June 22, 1945, aged 74. His widow, Minnie F., died in September, 1946, in her 78th year. William K. married Lucy A. Freeman in May, 1899. In September, 1892, William, at the age of 17, had the great misfortune of having a Boston electric car pass over his left leg so that amputation below the knee was necessary.

William N. Alden bought the estate of Levi Jenney, corner of Main and Washington streets, in April, 1871. It was on November 17, 1864, that William N. Alden of Waldo, Oregon and Ruth A. Keith of Fairhaven, were married. Ruth Ann, wife of William N. Alden, died in Fairhaven on April 1, 1875, aged 36.

Both Sides of Main street. — The next building, north of Nye's grocery, on the east side of Main street, was the livery stable, erected about the middle of the 19th century, purchased of Henry Vincent, and conducted under the firm name of Rufus A. Dunham & Company. Mr. Dunham was a tailor by trade, and was in the stable business more than 35 years. A decade or more previous to the opening of the Main street stable, he was engaged in the livery business with his father on Middle street. Frank A. Stackpole, born in 1827, was associated with Mr. Dunham in the livery stable business on Main street. Upon the death of Mr. Dunham, who died in June 1888, at the age of 68, Mr. Stackpole sold his interest to Mrs. Hannah Dunham, widow of Rufus Dunham, in 1889, and the business was continued under the management of her son, Charles S. Dunham, who died in October 1941. In 1892, Charles F. Brownell bought the business, and at 10 A. M., June 17, 1913, the stable and equipment was sold at auction, Mr. Brownell having died in January, 1913, at the age of 56. Clifford E. Hackett worked at Mr. Brownell's stable in 1900, William Chase also worked for Mr. Brownell.

After Mr. Stackpole sold his interest, he entered the employ of Bauldry's stable on Spring street. Mr. Stackpole at one time lived in the house that stands at the southeast corner of Main and Union streets. In 1881, he was living at 42 William street. At this number, Miss Carrie D. Stackpole, daughter of Frank Stackpole, advertised in the Star of 1881 — "Miss Carrie D. Stackpole, Piano Lessons— 42 William Street."

"In Taunton, 26th inst. (Feb. 1852) Mr. Francis A. Stackpole, of Fairhaven, to Miss Jane Drew of New Bedford."

"In Fairhaven, 22d inst. (February, 1876) Jane, wife of Francis A. Stackpole, and daughter of James and the late Caroline P. Drew of New Bedford, aged 47. Funeral at 42 William street, Fairhaven."

As we stand on Main street, facing Dunham's stable, we discern the shed on the right of the main structure, and the door leading to the office. A gentle slope takes us within through the double doors. On the right, near the front, was the office and adjoining the office on the east was the harness room. On either side of the main floor was the space for the carriages. Stepping east, still within the

building, about 50 feet, we ascend the wide brow. On the right we see the trough or tub, and pump where the horses quenched their thirst, and in this part of the stable the horses were stalled. Near the water supply was the carriage wash-stand. Just opposite, on the north side, was located the sawdust bin. A doorway on the south gave a view of the old lockup or watchhouse, as it was called.

Lest we forget, let us go back to the very entrance from Main street. Here we view the doors and sides of the office, and harness room, placarded with immense circus bills, depicting the huge tents, the wild animals from all parts of the globe, the performance of the wonderful stunts on the trapeze, the chariot races and the clowns. This was next to going to the circus itself, and was just before the period when we were old enough to sally forth to New Bedford in the wee early hours to see the circus come in, unload and hitch up, previous to the street parade with the steam calliope, followed by the afternoon and evening performances. And the circus was on Pope's Island. Moreover, in 1887, who was agent of Barnum and Bailey's circus in these parts but Mr. Enos F. Joseph of Fairhaven! Our parents and grandparents had the thrill of the circus, too. In 1853, this enterprise was conducted by Messrs. Mann, Moore & Co., on the lot on Hillman street, New Bedford. In May of that year, Mr. Enos Joseph was married to Miss Mary Myers.

Just north of Dunham's stable stood the little house, almost on a line with the sidewalk, where lived John H. Mills, the genial and expert whitewasher. It was no doubt a temptation to some to tap on the windows as they passed on the sidewalk. This was done too vigorously by two individuals, old enough to know better, and in November, 1888, they were found guilty of breaking his windows, and were fined $2.00 and costs. Mr. Mills died in April, 1891, aged 42, and Frances I., his widow, died in October, 1893. One of the window breakers died in February, 1912, in his 56th year. The whereabouts of the other is unknown. Mr. Mill's grave is at Woodside.

We have now come to the large vacant lot on the west side of Main street between the land of William N. Alden and that of Hattie Palmer. Afterwards, the building north was erected, and in November, 1913, Thomas W. Whitfield opened a new stable, which, within two months, he sold to George L. Hiller, Jr.

Upon this open lot, we lads played ball, with the old candle factory as backstop. This two-story stone structure was built about 1835 for the purpose of carrying on therein the manufacture of sperm candles. In this building hams were cured, schools kept,

and many remember that Jabez Delano had a picture frame shop here, afterwards going to Spring street. Jabez Delano, son of Capt. Jabez Delano, was born in the old homestead on Middle street, which became, in 1852, the property of the Fairchilds, and died in November, 1922, in his 79th year. In 1881, an auction, at 44 Spring street, closed the business of frame making. Capt. Jabez Delano built the stone house on East Washington street (about 1850); which afterwards became the property of Temple S. Corson of New Bedford. Mr. Corson died in October, 1898, aged 68.

The stone candle factory was torn down in September, 1896, and the stone used to rebuild the Delano wharf at the foot of Washington street. The STAR suggested years before, that this stone might be used to bridge the brook to Privilege street.

As one looked from Middle street north, toward the head of the street, the stone building could be plainly seen from Center street, extending across the road, the front door being in the middle of the street, with a window above, with 24 panes of glass. In fact there were four windows on the west side of the door, and as many on the east side of the doorway which had a large stepping stone. The building had a door on the west, also four windows, two on each side of the doorway, one on each floor. The roof was hip. The southwest corner of the building stood about 30 feet from the old Proctor house stone boundary post which is still in place.

Circuit Completed. — We have now come to the last part of our journey around the square, and find ourselves looking at the building that, in December, 1887, was begun by Frank M. Bates, as a shoe factory. In April of that year, Mr. Bates built the James P. Terry house on Middle street. He died in January, 1927, aged 77.

The firm, managing the shoe factory that began operation in 1888, consisted of Mr. J. B. Paulding and his two sons, Herbert R. and John I. Paulding, under the name of J. B. Paulding & Company. The plan was to employ local residents as far as possible. In May, 1888, the factory was turning out between 300 and 400 pairs of ladies' shoes weekly.

Assignment of the shoe factory soon took place. In April, 1889, a capital stock of $12,000 was raised for continuing the business, and reorganization ensued. In December, 1891, the stockholders of the shoe company finally assigned the property of the corporation, to be most advantageously disposed of. Herbert R. Paulding died in November, 1931, in his 79th year.

The building thereafter was used for various purposes. In March, 1895, Robert H. Taber moved into the lower part, the second floor being occupied by William C. Card. In August, 1895, the town, due to the crowded condition of the school department, partitioned off a room on the upper floor for a school room. Here were assigned 30 pupils under the care of Miss Mattie Norris as teacher, and the school opened in September of that year. The schoolroom was on the south side, running east and west. In 1899 Clarence F. Delano removed to the shoe factory building, conducting business on the first floor with living quarters upstairs.

Stated chronologically, without consulting Mr. Delano, the remembered events surrounding him are as follows: — On Sunday evening, December 7, 1884, Clarence, then a trifle more than 15 years of age, was lustily singing in the chorus of the Star of Promise at the Methodist Church. In May, 1887, his sister, Annie Mabel Delano, died in her 12th year. In May, 1894, Mr. Delano started in the plumbing business at 8 South Main street, and in September, 1895, he was married to our schoolmate Miss Mary Jane Dunn. In February, 1897, he was granted a Master Plumber's license and in 1899, went to the shoe factory building. In July, 1898, his father, William Baxter Delano, died at the age of 63. In December, 1902, his mother, Mercy Delano, died in her 65th year. William Baxter Delano and Mercy Caswell were married on June 20, 1862. In March, 1905, his brother, George H. Delano, died at the age of 41. It was George who conducted, with Charles G. Nye, the meat market in the north annex to Phoenix Block in 1887. In June, 1932, Mary Jane, wife of Clarence F. Delano, died in her 61st year. Clarence F. Delano, born in 1869, died on Wednesday, December 12th, 1945, in his 77th year.

The Delano family lived in the house on South Main street, purchased by Mrs. J. M. Leighton in 1906. In April, 1884, the house on the east side of Middle street, third house from the corner of Middle and Center streets, occupied by Rev. James M. Leighton, was purchased by the Methodist Society, to be used as a parsonage.

Mr. Delano had two brothers, Joseph S. who married Miss Annie T. Ricketson, daughter of William L. Ricketson, in December, 1893, and Roland. We recall Miss Ricketson as clerk for Henry L. Card just previous to that date. Sadie Plaisted preceded her in that same capacity, and Sadie Matthewson followed. This was about the time that everybody was buying at H. L. Card's store the popular game of "Pigs in Clover." Miss Helen A. Delano, daughter of Joseph S. and Annie T. Delano, died at the age of 42 on Saturday, January 6, 1940. She served for 12 years as a clerk in the office

of the tax collector. Joseph S. Delano died on December 15, 1943, aged 78. All this recalls the brother and sister of Mrs. Delano, Charlie and Lena, living as young children at the northwest corner of Spring and Jefferson streets. Charles F. Ricketson and Mabel F. Hambly were married in July, 1902, and Helena E. Ricketson and George Sylvia, of New Bedford were married in November, 1898. In addition to entering the tub race with his brother George on July 12th, 1877, Joseph was an ardent participator in ice sports. While in the process of chasing a skater on the old Mill Pond on Friday, November 26, 1880, Joe received an ugly cut on his foot by the skate of his playmate, and was incapacitated for a week or ten days.

On the Fairhaven map of 1855, the Ricketson house was owned by Charles C. Harris, where his children, Holder, Lucy, and Frederick were born. After moving to the Proctor house, Mr. Harris sold the house on Spring street for $650, and purchased the one which was then next north on Jefferson street for $675. This was in December, 1882. In this newly acquired property, the West house, the writer was born more than a decade before, and the rent receipts, signed by Jane D. West, show that the rent was $4.60 per month. In later years he lived at 33 Middle street, once the "Winter Landing," and the rent receipt signed by Dr. Isaac Fairchild, less than two months before his death, and thereafter by his widow, Emma M., shows that the rent per QUARTER was $25, or $100 per ANNUM. Rent receipts at hand show that from 1873 to 1877 we paid for rent $6.00 per month. Dr. Fairchild bought the house, 33 Middle street, in 1867, of Joseph Marvel.

Although we have made a circuit of the square bounded by Main, Spring, William and Washington streets, we failed to mention the fact that during the hurricane and inundation of September 21, 1938, the water stood at such a depth that a boat was rowed over the fence, four feet in height, on the north side of Spring street, directly at the foot of William street. Nor did we speak of the residence of Rev. George E. Fuller who lived in the upper part of the John A. Chase house at the time that Mr. Chase lived downstairs. Ministers of those days received comparatively little for their exalted services, Mr. Fuller receiving a yearly stipend of $600.00, plus his house rent which was $9.00 per month. Rev. Mr. Fuller was minister of the Methodist Church from 1880 to 1883. He was also chairman of the school committee. Here at 60 William street, Mr. and Mrs. Fuller received about 125 friends on Wednesday evening, October 26, 1881, to celebrate their wedding anniversary — a linen wedding.

In April, 1883, a farewell service was extended to Mr. Fuller after three years at Fairhaven. They removed to Fall River. Mr. Fuller died in December, 1889.

The threshold stone of the new building of the Center Methodist Church, which took the place of the former church edifice reduced to ruins by fire more than a year before, was dedicated on Sunday, July 20, 1947.